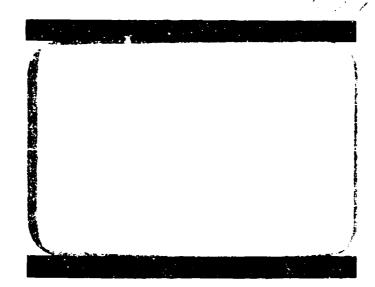
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GENERAL DYNAMICS

Convair Division

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PNEUMATICS SYSTEM
AIRBORNE
DIFFICULTIES REVIEW

(H)

Issue Date: 15 August 1966 GENERAL DYNAMICS Convair Division GDC-BRW66-813-BK-2-Vol-DIFFICULTIES BEVIEW ATLAS BOOSTER AIRBORNE AND GROUND SUPPORT SYSTEMS • BOOK II. GENERAL INFORMATION. Volume I. Pneumatics System Airborne Difficulties Review. ACTORDION ILE CONTRACT AF/04(695)-710 Completion Per Hr. on file Approved by Chief of reliability Engineering

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VOLUME I AIRFRAMES

*VOLUME II ABORT SENSING AND IMPLEMENTATION SYSTEM

VOLUME III AUTOPILOT

*VOLUME IV AUXILIARY POWER SOURCE

VOLUME V ELECTRICAL

*VOLUME VI GUIDANCE

VOLUME VII HYDRAULICS

VOLUME VIII INSTRUMENTATION

VOLUME IX PNEUMATICS

VOLUME X PROPELLANT UTILIZATION

VOLUME XI PROPULSION INTERFACE

VOLUME XII PROPULSION

VOLUME XIII RANGE SAFETY COMMAND

*VOLUMES II, IV AND VI UNDER ONE COVER.

GENERAL INFORMATION

The Difficulties Review encompasses problems gathered from the factory, the field, (ETR and WTR) and UTP. The factory difficulties are limited to "selloff" and rerun composite testing.

In the UTP area, the difficulties were excerpted from Central Test Control Reports, Problem Reports, Supplementary History Sheets and Problem Review Reports.

Field problems for the Difficulties Review have been limited to captive flights, flight readiness firings, actual countdown dual propellant loading, quad tanking, component reliability testing, and flight acceptance composite tests. Difficulties called out in the search for critical weakness program was not documented.

GSE problems shall be limited to ETR Complex 12, 13, 36A and 36B for the present edition.

Hereafter only booster difficulties shall be maintained.

Failure analysis reports cover difficulties from the field and factory and may complement the information above.

The GSE Difficulties Review, Book 1 contains 14 Volumes, one volume for each system, under one cover. Each volume is appropriately indexed.

The Airborne Difficulties Review, Book 2 contains 13 volumes. Each volume is under separate cover except Volumes II, IV and VI. Volumes II, IV, and VI are under one cover because of the limited material contained in each volume. All volumes are appropriately indexed.

A guide to facilitate interpretation of data in the Difficulties Review (GSE and Airborne) is part of each book or volume.

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GENERAL DYNAMICS

Convair Division

Subject:

Explanatory Information For Use of Difficulties Review (DR)

Data Tab Runs

This information has been prepared to facilitate use of the <u>DR</u>. It is not intended to describe how the DR was prepared nor the scope of the existing effort.

The Difficulties Review (DR) is presented on a form compatible with automated data processing and printout.

Appearing at the top of the page (outside of blocked-in areas) is the identification of the system and whether it is Airborne or Ground Support Equipment. Appearing with this identification is the date of the document and the page number.

On the right hand side outside of the blocked area, appears the <u>abstract number</u>. An abstract number is assigned to each item of the Difficulty Review to facilitate traceability to the original input document.

Appearing under the major identification are blocks wherein the information on component or system difficulty is identified and explained. Attached are samples of pages coded for reference to the following definitions and explanations:

CODE EXPLANATION



This group of blocks callout system, subsystem, test/report number, failed component name, difficulty (Dif) data source, and GDC part number if applicable. Also called out here is the vehicle number, if applicable, and the date of difficulty.

In the same row, the <u>site</u> location, and in case of a flight, captive flight, or countdown, the time will be entered.

The block containing PRI and OTH refer to whether or not the failure is primary or a secondary failure. A secondary failure is to be interpreted as caused by another discrepancy.

The last block in this row is obvious and requires no further explanation:

(2)

Refers to a major system of the launch vehicle.

(3)

Refers to subsystem of a major vehicle system if applicable, (Booster, sustainer, etc).

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Convair Division

CODE	EXPLANATION
4	Is a report number as opposed to type of report, (UTP, Countdown, Flight, FAR, etc.).
5	Is a type of report, such as a FAR, UTP, FRF, etc.
6	Refers to a component part by name.
7	is a component piece part of the component and referred to by name, (plug, seal, wiring, diode, etc., only where applicable).
8	Is a GDC part number, if applicable.
9	Refers to a site or location at time of discrepancy on the component or vehicle system.
10	Is the vehicle on which discrepancy occurred. Vehicle number listed only if unit was installed on a vehicle at time of discrepancy.
11)	Is the vendor part number, if applicable.
12	Is the vendor name, if applicable.
13)	Is the failure caused by other component or other system. This item defines the failure as secondary or not secondary.
(14)	Refers to the primary failure. If item is labeled <u>no</u> , then item (13) may appear as a <u>yes</u> .
	Should item (13) appear as a <u>yes</u> , then an abstract will have been written to identify the cause of failure effecting the component referred to in the Difficulty Review, Item 6. It should be noted that a multiple failure may be recorded in these blocks, (yes/yes), or if a failure did not occur, (no/no).
15)	Defines the failure mode, and if identifiable, the cause is called out. A careful review of the failure mode is made to determine effect on system operation and vehicle effort.

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Defines the system effect. This effect is the result of the failure mode assigned to the component. Defines the vehicle effect. This effect is a result of the failure mode and the result of the system effect. It should be noted that corrective action may be taken whether or not the failure was confirmed. Lists the corrective action. Taken by GDC, the vendor, or both.

(2) (5) Ø 1001 ••••• 640400 VEHICLE BITE PRI VENDOR HAME DATE DIFFITHE BIF OTH VENDOR FART NO FAILURE MOCCOUT DE-SPECFFICATION, BAN 408-0430, PEAR TRANSIENT PRESSURES NERE 4100 TO 4800 PESO, ALLOMABLE IS 4000 PESO, MILOMABLE IS 4000 PESO, MILOMABLE IS 4000 PESO, MOCKET TO PULL PLOW TIME 18 0.157 BECOMDS, ALLOWABLE TIME 18 0.08 SECONDS. CORRECTIVE ACTION-VENDOR REVIEWED BTOCK OF O-RINGS AND INFORMED THEIR PERSONNEL OF CORRECT SEAL INSTALLATION PROCED UNES. · FAILUNG MODE-LEAN EXTERNAL. PIMP WAS REPORTED LEARING AFTER HOT FIRING TEST. CASE WAS OVERPRESSURIZED CAUSING DAMAG E 70 case comer seal. CORECTIVE ACTION-DEPT 141-3 TO PERFORM RETERT ON TWO 18) ABDITIONAL UNITS FROM LOT 13, TO BETERNINE LOT ACCEPTABLE 19-8-1999-17 OH A4-40684-R-BA HO VICKERS YEB AA-40684-R-EA 44-00000-A-Eà FAILURE MODE-LEAR ENTERNAL. 6/M EDS-0846 FAILES TO MEET CASE DRAIM LEARAGE REGUIRIKENTS OF 0.0 6FW DURING PAT-127. This wait also failes to meet pear transient fressume Rebuirements. Reper to PPR-1861. 8 PALE 8171 FAILUME MODE-LEAR-TRIERMAL-CONTINUOUS OIL SEEPAGE WAS OBSERVED DURING CHECKOUT. CAUSED BY DEFECTIVE BEAL AT PUMP TO INADPERTENT OVERPRESSURIZATION TES VICATAB TED VICKERS Ž ş CONTAIN COMVAIR FAC TONY E 041680 11011 600100 CORRECTIVE ACTION-SUBMIT ECP 1849 TO REVISE TEST REGUIRENCENTS TO PRACTICAL LEVELS. CIFFICULTIES AEVIEW-HYDANLIC SYSTEM-ASSBOAME DIF DATA SOURCE CONNECTIVE ACTION-NO CONNECTIVE ACTION AECOMINENCE BINCE DAMAGE OCCUMPRE DUR PART NUMBER FAR E7-00568-8 £7-00869-1 R7-00569-1 174-417 CENCHAL DYPANICE CONVAIR BIVIDION TEST/ACPORT NUMBER FALLED COMPONENT NAME 8LY-89-1G-ESS-F BOOSTER HYDRAULIC PUMP/SEAL HYDRAULIC PUNTZBEAL OBA1910-8 MYDRAULIC PUMP MYDPAULIC FUMP 86.4-49-10-268F T. ETASSIT 117 AND PROVIDE COMPARISON DATE. ANCE PACESTAR SENSING PORT. BTBTEN STFECT-HOM 8761CH 848-678TEH 11 746 1966 HYDRAULIC-A/9 BOOSTER HYDRAULIC-A/B RYDRAULIC-A/9 BOOBTER HIDRAULIC-A/B HE PUMP. 10001 **@** 4 <u></u> (i 5) (\mathcal{O}) (5 W

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CCARCITY MIDBAULIC-A/D MODBAULIC-A/D MODSAULIC-A/D MODSAULIC-A/D			DINAMICE DIVIBION					
MTOBAUL GOOSTER FALL MOT BE BTSTE								
CCARC BOOSTER FALLE BOT BE	:	DIFFICULTIES SEVIEW-HT	ACTIEM-HYCRAULIC BYSTEM-AIRBORNE	¥		777	7000 397	
CCARC MTOBACH GOOSTER FALL MOT BE BTSTE	6787CH 708-3787EH	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VCMICLE DATE DIF	11 M 01P	PRI VENDOR MANE OTH VENDOR PART	VENDOR MARE VENDOR PART NO	
		CCARCLITYE ACTION-BOOSTER HTDRAULIC FILL AND BLEED PERFORMED.	4CO.					
PAILU MOT BE	, tc. a / b	F146167/P6-W0-01-0AC6	COMPOSITE-PROVOPE	1510		5 5		••••
#	FAILURE MODE-FAIL TO CA	AIL TO CPERATE AT PRESCRIBED TIME. TEST WAS AUN WITHOUT SOOPTER HYDRAULIES SECAUSE SOOSTER FIU COULD Remotelt. This was moted during autopilot final emeers.	AUN MITHOUT BOORTER	HYDRAULICE) BECAUSE	80081ER P.P.	COULD	
	STRICK EFFECT-OFCRATION DOES	M DOES MOT START.				-		
) W]	VEHICLE EFFECT-HOME.							
CORRE	CCTIVE ACTION-8005	COMMECTIVE ACTION-BODSTEM HPU HAND VALVE, MICROSWITCHES VS AND VS ADJUBITED TO MAKE WIPER CONTACT	S AND VS ABJUSTEE TO	HAKE WIPER	CONTACT.			
HYDRAULIC-A/B BOOSTCR	110-4/8	60C/BKF69-046/01-401-00-99	FLIGHT	330	-32.9	S D D		
raitu Gece.	AC MODE-LEAK. 81	PPORAULIC ACCUMULATOR PRESSURE EXHIBITED NO PRESSURE DIFFERENCE	BITED NO PRESSURE DIF	FERENCE DL	DUALNG THE	THE OIL EVACUATION SER	low sce	
BUALIC	BYSTER EFFECT-POSSIBLE RUALIC STSTEM, SYSTEM PI	POSSIBLE CONTANTHATION, ALTHOUGH THE FAILURE MODE STREEM PERFORMANCE WAS BATISFACTORY.	E MODE INDICATES THE POSSIBILITY OF	P0551B1L11		AIR IN THE SCOSTER MYD	1CA HVD	 -
-	VEHICLE EFFECT-MONE.							
34807	CORRECTIVE ACTION-MONE.	THE POSSIBILITY OF	CONTAMINATION WAS NOT CONFIRMED BY	ANY OTHER TELEMETRY DAYA.	TELEMETAY	DATA.		
MTORALL IC-A/R	1 C-A/R	60C/BKF63-038/82-401-00-177	FLISHT	1770	13	3 8		0880
CALCO AN OCCAY	ARE MODE-OUT OF TOO LH! TIAL MOMMAL PRI KD TO EYEO PBIA OI	FAILUME MODE-OUT OF TOLERANCE. BOOSTER HYD ACCUM. PRESS HEABUR. H33P AND HYD. PUHP CUTLET PRESS. HEASUR H3P IMDICAT ED AN INITIAL MOMMAL PRESS. RISE BUT TO A LOMER (3130 PBIA) THAN MORMAL (3300 PBIA) PEAK AT E.3 BEC. THE PRESS. THEN DECATED TO ETZO PBIA DURING MEXT 1.3 SEC. BPECIFIC CAUSE UNKNOWN BUT BYMPTOMATIC OF UMUSUALLY MEAVY DEMAND OM PTSTE M.	RESS HEABUR, M33P AND MTD. 10 PBIA) THAN NORMAL (330D P CAUSE UNKNOWN BUT BYMPTOMAT	AND HYD. PUMP CUTLET PRESS. ME. L 15300 PSIA) PEAK AY E.S SKC. STMPTOMATIC OF UNUSUALLY HEAVY	ET PRESS. AY 2.3 MG IVALLY MGA	HEABUR HOF IC. THE PRES VV DENAND O	INDICAT 188. THEN ON ETSTE	
9	IN CFFECT-OFERATION ADVERSE EFFECT NO	PATRICH EFFECT-OFERATION TOO LOM. BOOSTER HTDRAULIC PRESS. LOMER THAN HORMAL FOR C. NO ADVERSE EFFECT AJTED ON STREEM PERFORMANCE.	COMEN THAN NORMAL FO	R A 18ME 4	A TIME PERIOD OF	-8.3 eEC 70 1.1		
	VENICLE EPPECI-MONE.							
2000	COMMECTIVE ACTION-NOME.							
MITORAN IC-1/8	16-4/0	10/C12M61-018-041047-/L4-TWO-01-71 COMPOSITE-FRG/OPL	71 COMPOSITE-PRO/OPL	1107	 <u>:</u>	Sg		

CONVAIR DIVISION

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15 JUN 1986

	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	HATIC SYBTEH-AIRBON	¥				
STOTEM BUB-BYSTEM	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART MUNDER	VEHICLE SITE DATE DATE DATE DATE DATE DATE DATE DA	317E 119E DIF	1 × 0	PRI VENDOR MANE OTH VENDOR PART NO	
PHEUNATIC-A/B	69A4748 RISEOFF DISCONNECT, PNEUMATIC, 3EA ET-DBIED-11	UTP-PET ET-081E0-11	640418	5/9	25	TES B.M.HADLET HO 10829-9	161040
FAILURE MODE - INFERNAL I 28D A 643 LEAR NAS MOTED. 9EAL DAMAGE, THE FAILURE	FAILUME MODE - INTERNAL LEAX, FOLLOWING PROOF PREBAURE TEST, A PROOF CYCLE WAS ATTEMPTED UNEN THE UNIT WAS FRESSURE 2000 A 643 LEAR WAS MOTED. THE UNITS TEST PROCEDURE WAS VIOLATED UNEN CONNECTING UNDER PRESSURE WAS ATTEMPTED CAUSING SEAL DAMAGE. THE PATLUME WAS MERIFIED IN A SUBSEQUENT TEST.	, a PROOF CYCLE WAS	ATTEMPTED UNDER PRES	WEN THE	ATTE	MAS PRESSURE	
CORRECTIVE ACTION - STRIC RE. RETER TO ECP 3436 FOR	STRICT COSERVANCE OF THE TEST PROCEDURE WHICH FOR CREATION OF THE DASH ELEVEN (-11) UNIT.	THE TEST PROCEDURE WHICH PROHIBITS PRESSURIZING PRIOR TO 100 PERCENT CLOSU DASH ELEYEN (-11) UNIT.	ESSURTZING	78.187 07	8	PERCENT CLORU	
PREUMATIC-A/8	FRETA-4507 VALVE: MANUAL SHUTGFF	UTP-PET 27-04108-3	940411	3/0 3	7E3 P	YES PEACOCK 51365-1H	120
FAILURE MODE-OUT OF SPECI UE 13 ES IN-LBS. CAUSE OF R REGUIRCHENTS ARE MET.	FAILURE HODE-OUT OF SPECIFICATION. THE TORGUE REGUIRED TO CLOSE THE VALVE WAS 10 IN-LBS. THE MINIMUM ALLOMABLE TORGUE IS 25 IN-LBS. CAUSE OF THE DISCREPANCY IS UNKNOWN. MINIMUM TORGUE OUT OF TOLERANCE CAN BE TOLERATED PROVIDING LEAR REGUIRCHENTS ARE MET.	LOSE THE VALVE MAS H TORAUE OUT OF TOL	18 14-LBS. Erance can	THE HINS RE TOLER	A TES	LLOMBLE TORB	
COPRECTIVE ACTION-NOME RE	COPRECTIVE ACTION-NOME REQUIRED SINCE NO LEAK PROBLEMS EXISTED.	ē					
PAEUNATIC-A/B	FTAUSSA/FT-402-00-05 SOLENOID OFERATED OFECK VALVE	COUNTDONN	309065 05	15	ă ă		100
FAILURE MODE-FAIL TO OPERA ED TO BE OUT OF ADJUSTMENT.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. VALVES FAILED TO OPEN MAEN ATTEMPTIME TO VENT TANKS. VALVES APPEAR D TO BE OUT OF ADJUSTMENT.	LED TO OPEN MPEN AT	1EMP11M6 TC	VENT TA	÷	VALVES APPEAR	
SYSTEM EFFECT-OPERATION I	SYSTEM EFFECT-OFFRATION DOES NOT START. VALVES FAILED TO CHEN WHEN ATTEMPTING TO VENT TANKS.	DN WEN ATTEMPTING	TO VENT TAN	¥ 5.			
VEHICLE EFFECT-COUNTDOWN	WENICLE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED.						
CORRECTIVE ACTION-3 SOLEY	BOLENOID OPERATED CHECK VALVES WERE REP	VALVES WERE REPLACED BETHEEN S JUNE AND S JUNE, 1959	E AND 5 JU	E. 1958			
PHEUMATIC-A/B TAIM PRESS	A-99-08-3173F HOGE ASSEMBLY-HEAT EXCHANGER MELTU ET-CARLES-S H SUPPLY	FAR E7-G0210-5	1930	FACTORY	5 G	YES FLEXIBLE METAL NO HOSE HSAB1-3	1998
PATLINE MODE-EXTERNAL LEA 1MG OF THE MOSE ASSEMBLY. PRACTURE MAS CAUSED BY ST	FAILURE MODE-EXTERNAL LEAKAIG. LEAK IN THE PLEXIBLE PORTION. CAUSED BY A TRANSGRANULAR FRACTURE FROM EXCESSIVE SEND 1mg of The Mose assembly. Bending hay mand occurred when an attempt has made to install a-5 where a-15 belonged. The Fracture has caused by stress concentrations on the Innex and outer surface defects resulting from manifacturing.	. CAUSED BY A TRANS ATTEMPT WAS MADE TO NO OUTER BURFACE DE	GRANDLAR FY 1 HNSTALL A- PECYS RESUL	ACTURE P	A-18	XCESSIVE BEND BELOWED. THE MFACTURING.	
CORRECTIVE ACTION-PER RAN DETERMINE IF THE -E IS ST	CORFECTIVE ACTION-MER RAR LV-89-06-3778 FACTORY PERSONNEL MERE INSTRUCTED TO REVIEW HETHODS OF MOSE INSTALLATION TO Determine If the -8 is still resulato.	RE IMSTRUCTED TO R	EVIEW INCTIN	e de la companya de l	¥ .	STALLATION TO	·
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GENERAL DYNAMICS CONVAIR ELVISION

13 JUN 1866

3737ER	TESTAREFORT MUMBER	STARFFORT MAGNET	ENICLE	37.16	VENDOR MARE	_
3UB-373TEN	FAILED COMPONENT NAME	PART NUMBER		016 01	VENDOR	
PNEUMATIC-A/B TANK PRESS	6945186 REGULATOR, LOX TANK PRESSURE	UTP-PET 27-00245-49	940321 COVC		VES B.H.MADLEY	080651
FAILURE MODE-QUI OF S SIG DISCREPANCY MAS CA	SPECIFICATION REGULATOR ALLOWED THE TANK PRESSURE TO JUNP TO 34 PSIG LOCK-UP PRESSURE IS 31.7 P. CAUSED BY A FAULTY POPPET.	TANK PRESSURE TO JUNE	TO 34 PBIG LOC	5	.saur (18 51.7 P	. <u> </u>
CORRECTIVE AC! DN-NOVEDE, AN ADJUSTMENT ONLY	SINCE THE INTENT OF TO CONTINNE TESTING	THE TEST WAS TO CHECK HEW DACRON DIAPHRAGHS. NO CORRECTIVE ACTION WAS MA	LAPHRACHS. NO C	ORRECT!	E ACTION WAS MA	
PREUMATIC-A/B TANK PRESS	74 - 78N-06 - 530E REGUL A TOR - 64 5	-140/041-1E-140/06-	3502 ETR14 660513	88		***************************************
FAILURE MODE-WHEN THE CONTAMINATING THE REG TART TANK FOR TOO LONG.	THE PUEL BTART TANK NAS WENTED IT APPARENTLY BPLASMED FUEL INTO THE PHEUMATIC PRESSURIZATION DUCT. Hee and other plumbing in the system, inclident resolved to be caused by molding pressure in the s sac a perico of the.	RENTLY BPLASKED FUEL INCIDENT RESOLVED TO	BNTO THE PHEUM BE CAUSED BY HE	TIC PRE	SURIZATION DUCT	
SYSTEM EFFECT-SYSTEM	SYSTEM EFFECT-SYSTEM DISABLED DUE TO CONTAMINATION.					
WONTELE EFFECT-TEST R	RESCHEDULED.					
CORRECTIVE ACTION-PRO	CORRECTIVE ACTION-PROCEDURED CHANGED TO DISALLOW HOLDING PRESSURE IN START TANK FOR HORE THAN 3D SECONDS	PRESSURE IN START TA	NE FOR HORE THE	N 30 SE	GOS.	
PNEUMATIC-A/B TAME PRESS	PA-TBN-04-550E VALVE-BOILOFF, BMITCH	COMPOS TE -PR0 / DAL. 69 - 802:00 - 5	9302 ETR14 660311	25.0		90390
FAILURE MODE-THE BOILOFF TICKING OF THE CONTROLLER	LOFF VALVE FAILED TO LOCK CLOSED UPON GOING TO SENIENCE 3 PRESSURE. FAILURE WAS ATTRIBUTED TO E.	IN GOING TO SEQUENCE 3	PRESSURE. FAIL	8 M 3 M 3	ATTRIBUTED TO E	
SYBTEM EFFECT-OPERATE	TION DOES NOT START SENUDICE III LOK TANK PRESSURE COALD NOT BE ACHEIVED	TANK PRESSURE COULD N	OT BE ACHEIVED.			
VEHICLE EFFECT-TEST R	RESCHEDULE.					
CORRECTIVE ACTION-OPE	CORRECTIVE ACTION-OPEN-INVESTIGATION OF INCENAL ENVIRONMENT AND REACTION OF THE BOILOFF VALVE IS BEING CONDUCTED.	ENT AND REACTION OF T	NE BOLLOFF VALV	7 18 BC	ME COMBUCTED.	
PHEUMATIC-A/B TAME PRESS	ETA-5130 VALVE, RELIEF	UTP-PET 27-06104-13	3/09 115000]	YES B.M.MADLEY 10326-13	 -
FAILURE MODE-OUT OF BPECIFICATION.	SPECIFICATION. LEARAGE WAS IN ENCESS OF THE ALLOMANLE. LEARAGE OCCURRED ACROSS METAL SEAT OF PO Troller, cause is ummodm. Lear was considered insummificant and would cause no advense eppect.	LEARAGE WAS IN EXCESS OF THE ALLOMANLE. LEARAGE OCCURRED ACROSS METAL SEAT OF PO IS UMENDIM, LEAK WAS CONSIDERED INSUMNIFICANT AND WOULD CAUSE NO ADVENSE EFFECT.	AKAGE OCCURRED ART AIRD MOULD O	ACROSS I	ETAL BEAT OF PO ADVERSE EPPECT.	
						
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DIFFICULTIES REVIEW-PREMATIC SYSTEM-ALPSORNE

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E-OUT OF SPECIFICATION. UNIT PAILED DURING SIMULTANEOUS LAUNK SESSENCE 11 AND EO SECONDS AFTER SMITCHING TO THE VEHT HODE RESEAT VALVES MERE OUT OF DAND. ACTION-FAILURE WAS CONFIRMED. THE BOILOFT VALVE RESEATED BELC OMPRESS THE VALVE BELLOAS PER SO/C DANTING E7-81571, NOTE 4.3 TOOL CONTACTS THE BELLOAS PER SO/C DANTING E7-81571, NOTE 4.3 TOOL CONTACTS THE BELLOAS PER SO/C DANTING E7-81571, NOTE 4.3 TOOL CONTACTS THE BELLOAS PER SO/C DANTING E7-81571, NOTE 4.3 TAL-DEDILOTY, SMITCH AS DETERMINED TO SE THE RES. CT-OPERATION TO DOM. LOX TAME PRESSURE TOO LOM. ECT-TEST DELAYED. ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLOGNACES. FRESA-4746 ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLOGNACES. FRESA-4746 ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLOGNACES. FRESA-4746 ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLOGNACES. ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLOGNACES. FRESA-4746 ACTION-VENDOR C-ECKED AND C-CORRECTED TOOLING TOLOGNACES. ACTION-VENDOR C-ECKED AND C-CORRECTED TOOLING TOLOGNACES. FRESA-4746 ACTION-VENDOR C-ECKED AND TOLOGNACES. ACTION-VENDOR C-ECKED AND TOLOGNACES. BEGUNDOR C-ECKED AND TOLOGNACES. ACTION-VENDOR C-ECKED AND TOLOGNACES. BEGUNDOR C-ECKED AND TOLOGNACES. ACTION-VENDOR C-ECKED AND TOLOGNACES. BEGUNDOR C-ECKED AND TOLOGNACES. AND TOLOGNACES. BY ALL TOLOGNACES.	COMPLCTIVE ACTION-IN PHEUMATIC-A/8 TAIR PRESS		FAR 27-0346-041	9	CN14	40. 80.	3/0s	\$ 0506e
ACTION-FAILURE WAS CONFIRMED. THE BOILOFT VALVE RESEATED BELCOMPRESS THE VALVE BELLONG PER 60/C DRAWING 27-61571, NOTE 4.3 TOC. CONTACTS THE BELLONG. CORRECTIVE ACTION DOCUMENTED IN 168 THE PROPERTY OF PRESSURE BUTTCH 59 IN THE PROPERTY. C1-OPERATION TOC DOCUMENTED BUTTCH 59 IN THE PROPERTY. C1-OPERATION TOC LOW. LOX TAME PRESSURE TOC LOW. ECT-TEST DELAYED. ACTION-VENCOR CYCCKED AND CORRECTED TOCALING TOLORANCES. FRESH-4746 VALVE RELIEF C-OUT OF SPECIFICATION. CHACKING AND RESEAT PRESSURES WERE CHRESCATED AT 44.2 PRIS CRACKING BUOALD OCCUM BETYEEN 89.5 AND ACTION-MOME. INVISITINGATION FOUND A BYSTEN MALFUNCTION CAUGED PACTORILY. STA-3-66-18 REGHALTOR-608 FLIGHT STA-3-66-18 REGHALTOR-648 E-LOM TAME ULLANG MESSURE DIPPED BELOW RES BET PRESSURE FROM	FAILURE MODE-OUT OF E PCU WAS IN SEQUENCI WE CRACK AND RESEAT 1	SPECIFICATION. UNIT FAILED DURING BE E II AND 20 SECONDS AFTER SWITCHING T VALVES WERE OUT OF BAND.	MALTANEOUS LAUNCH DEN O THE VENT MODE THE P	CU SKITCHED	PER PRO	XEDUR	E 69-92800. TH	
FA-THO-01-530E VALVE-BOILGFF, SMITCH BW-60200-5 G-FCU WENT TO ENERGENCY-PROBLEM WAS DETERMINED TO BE THE RESIME PICKUE POINT OF PRESSURE SMITCH 39 IN THE PCU. GALLED SHAFT MG. CI-OPERATION TOO LOW. LOX TAME PRESSURE TOO LOW. ECI-TEST DELAYED. ACTION-WENDOR CHECKED AND CORRECTED TOOLING TOLETANCES. FR89A-4746 VALVE MELIEF FR89A-4746 ACTION-MOME, INVESTIGATION COACKING AND RESEAT PRESSURES WERE CHRESCATED AT 44.2 PSIS CACKING SHOULD OCCUM SETVEEN 88.5 AND STA-2-66-28 FEMALATOR LY. G-LOH TAME ULLASE PRESSURE DIPPED SELOW BES SET PRESSURE PROS G-LOH TAME ULLASE PRESSURE DIPPED SELOW BES SET PRESSURE PROS	CORRECTIVE ACTION-F. OD USED TO COMPRESS IN WHERE THE TOOL CONT CENTER.	AILURE WAS COMPINNED. THE BOILOFF VAL THE VALVE BELLOWS PER 6D/C DRAWING ET TACTS THE BELLOWS. CORRECTIVE ACTION	WE RESEATED BELOW THE -61971, NOTE 4.2. SHO DOCUENTED IN NEWO OF	HINIMUM AU P AND INSPE S MAY 1986	LOMBLE. CTION AL	. 60/c	REVIENZO METH OF THE PROBLE RECTIVE ACTION	
CT-CPERATION TO ENCREENCY-PROBLEM HAS DETERMINED TO BE THE RESIDENCY. CT-CPERATION TOO LOW. LOX TANK PRESSURE TOO LOW. CCT-TEST DELAYED. ACTION-VENDOR CHECKED AND CORRECTED TOOLING TOLORANCES. FRESA-4746 C-OUT OF SPECIFICATION. CHACKING AND RESEAT PRESSURES HERE CHACES AT 44.2 PSIG CRACKING SHOULD OCCUM SETHERN 80.8 AND ACTION-HOME. INVICATION FOUND A SYSTEM MALFUNCTION CAUSED FACTORILY. STA-3-66-18 REMALATOR-SAS C-LOS TAIR ULLAGE PRESSURE DIPPED SELOW MES SET PRESSURE FROM	PMEUNATIC-A/B TANK PRESS	P4-7NO-01-530E VALYE-BOLLOFF, SMITCH	COMPOSITE-1 FACT 6w-60200-5	8	-134	ភូទ		990393
ECT-OPERATION TOO LOW. LOX TANK PRESSURE TOO LOW. ECT-TEST DELAYED. ACTION-VENCOR C-ECKED AND CORRECTED TOOLING TOLERANCES. PRESA-4746 VALVE RELIEF VAL	FAILURE MODE-PCU NEI ER AND A HIGH PICKUP MANUFACTUREING.	NT TO EMERCENCY-PROBLEM WAS DETERHINE POINT OF PRESSURE SWITCH 35 IN THE F	D TO BE THE RESILT OF YOU. GALLED SHAFT MAS	A GALLED P	OPPET W	HAFT I		
ACTION-VENDOR C-ECKED AND CORRECTED TOOLING TOLERANCES. FR89A-4746 VALVE RELIEF VALVE RELIEF FOR SELIEF VALVE RELIEF VALVE RESSURE DIPPED BELOW RES BET PRESSURE FROM E-LOS TAIR ULLASE PRESSURE DIPPED BELOW RES BET PRESSURE FROM	STSTEN EFFECT-OPERA		į					
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E-OUT OF SPECIFICATION. CHACKING AND RESEAT PRESSURES MERE CHRESEATED AT 64.2 PSIG CRACKING SMOULD OCCUM BETWEEN 80.8 AND ACTION-MOME. INVISTIGATION FOUND A SYSTEM MALFUNCTION CAUSED FACTORILY. STA-2-66-18 REGMANTOR-648 E-LOS TANK ULLAGE PRESSURE DIPPED BELOW MES SET PRESSURE FROM	MEUNATIC-A/B ANK PRESS	FR66A-4746 VALVE RELIGY	UTP-FET 27-06104-11		5/95	158	B.H.HADLEY	•130
ACTION-HOME, INVISTIGATION FOUND A SYSTEM MALFUNCTION CAUSED FACTORILY. STA-W-66-18 REMALATOR-648 E-LOR TAIR ULLASE PRESSURE DIPPED BELOW MES SET PRESSURE FROM	FAILURE MODE-OUT OF .7 PAIG AND NEBEATED G PAIG	SPECIFICATION. CRACKING AND RESEAT OF AT 64.2 PSIG CRACKING BOOMED OCCUR IS	RESSURES WERE CUT OF ETWEEN 88-5 AND 70-5-	PRECIFICATI	04. THE AT THOSE	7ALVE LD 7AK	CRACKED AT 06.	
PACIMATIC-1/B 974-3-60-18 TAIM PRESS REGALATOR-648 FLIGHT 909D ABRESA-1 YES MADLEY 640210 1.2 30 FAILURE MODE-LOR FAIR ULLAST PRESSURE PROM 1.2 SECONDS UNTIL 3 SECONDS.	CORRECTIVE ACTION-IN	ن	FUNCTION CAUDED THE R	CPORTED PAI	ريون. د	¥ 75	T SPECIMEN WAS	
PAILURE MODE-LOS TAME ULLANS PRESSURE DIPPED DELOW RES DEF PRESSURE PROM 1.8 SECONDS UNTIL 3 SECONDS.	MEUNIATIC-1/B	974-3-66-38 REGALATOR-648	P.1687	2	ABREA-		MADLEY	
	PAILURE MODE-LOR TAI	SE OFFICE PRESEURE DIPPED BELOW RES &	ET PRESSURE FROM 1.8	SECORDS UNT	38 £ 7:			

* G. C. L. A.

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	RATION TOO LON-THIS ANOMALY IS NOT OF BIGNIFICANT NIGHTINGE.	IFICANT MIGHETUDE.			_		90309
WEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NOWE IN	PLANEED.					•	
PNEUMATIC-A/B TANK PNESS	L4-7HD-D1-7114 VALVE-BOILOFF, BMTTCH	COMPOST TE-FRE/DPL 89-80E00-5	7114	PALCE-4	7 G		• 603
FAILURE MODE-FOLLOWING THE RATURE SENSITIVITY OF THE	FAILURE MODE-FOLLOWING THE COMMIT BENNERET THE BOILORY VALVE OPEN INJICATION WAS NOT RECEIVED. PAILURE DUE TO TEMPE ATURE SENSITIVITY OF THE OPEN MICROSHITCH.	E OPEN INJICATION N	AB NOT REC	EI VED. P.	ILUME OL	A TO TOPPE	
SYSTEM EFFECT-THEROPER D	SYSTEM EFFECT-INFROMER DISCRETE SIGNAL INFROMER INDICATION OF THE POLLOFF VALVE POSITION.	OF THE BOILOFF VALV	E POSITION				
WENICLE EFFECT-COMPOSITE DELAYED.	DELAYED.						
CORRECTIVE ACTION-ECP 35	CORRECTIVE ACTION-ECP 3548 WAS PRUPOSED BUT WAS REJECTED BY AF. NO FURTHER ACTION PLANSED.	AF. NO FURTHER ACT	TON PLANE	ė			
PHE UNIT CAN	6845007 VALVE 4357. LOR BOILLOFF	UTP-GUAL/PPT 69-60200-803	660114	3/03	3/ 03		118066
FAILURE MODE-OUT OF SPECI LONGO, A TRANSIENT LEAR CO HE) FOR SINE-RANDON A BU	FAILURE MODE-OUT OF SPECIFICATION. MAXIMUM VALVE LEARAGE DURING Z AXIS VIBRATION MAS 1.640 (SCFM) D.OB SCFM(SME) AL OMED. A TRANSIENT LEAR COMDITION OCCURRED DURING THE TESTING. THE MEAN LEARAGE RATE WAS BELOW THE ALLOMBLE (S SCFM HE) FOR SINE-RANDON A GUISTIONABLE CORRELATION DETMEEN ME AND BURE EXIST THE REPORTED CONDITION WAS ACCEPTABLE.	RING Z AXIS VIBRATION WAS 1.64D (SCFN) D.OB SCFN(EN B). THE PENN LEAKAGE RATE WAS DELOW THE ALLOMBLE (B) ND BHR EXIST THE REPORTED CONDITION WAS ACCEPTABLE.	ON MAS 1.6 RATE MAS PORTED CON	40 (SCPN) BELOW THE	D.DB BC ALLOMB	FHIGHE) AL IC (8 BCPH ABLE:	
CORRECTIVE ACTION-NOME PA	-MONE FOR OF-BORGO VALVE, ALT. RETEST AT BINE ONLY VIB. COST WOULD NOT BE JUSTIFIED IN RELATION-	INE ONLY VIB. COST	HOULD HOT	DE JUBTII	150 1H A	CLA7108- 1	
PME UMA TIC-A/B	CT-99-09-090 FUEL PRESSURE REGULATOR: O RING	FAR ET-06246-31	2910 660100	FACTORY	YES B.H. NO 1070	8.H. MADLET 10705-ES	75 7046
FAILURE MODE-INTERNAL LES ULATE FUEL TANK ULLAGE, MA LY CRACK AIRBORNE RELIEF	FAILURE MODE-INTERNAL LEAKARE, LEAKAGE POUND DURING LEAK CHECK PORTION OF EOP 410.7. 1000 P316 NITROGEN U3ED TO SIN ULATE FUEL TAM ULLAGE, MAS PRESSURIZED TO RELIEF VALVE REREAT PRESSUNE, PRESSURE IN SIMULATED TAMK ROSE TO REPEATED LY CRACK AIRBORNE RELIEF VALVE,	ECK PORTION OF COP AT PRESSURE, PRESSU	#10.7. 100	P 916 M	TROSEN U	SED TO SIM O REPEATES	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-CONTING BENEVOLT VALVE AUBASSENSING TOAS MAS BEEN MADE: REGI	CORRECTIVE ACTION-CONTINNED FAILURE. FIRST FAILURE OF A MANLEY REGULATOR IN THIS MODE. LEAKAGE CAUSED BY AN IMPROPE R SHUTOFF VALVE SUBASSEMBLY WHERE P/H TOSTS SCREW WAS MOT SUFFICIENTLY TISHTEMED. A TORGUE REGUIAEMENT FOR SCREW P/H TOSSY HAS DEEN MADE, REGULATORS ARE ALSO REMORRED BY VENDOR REPLACINS BIAPHRASH WITH IMPROVED MATERIAL, SEE ECP SSI 7.	LEY REGULATOR IN TH PPICIENTLY TIGHTENE REPLACINT DIAPHRAG	19 MODE. L. 5. A TOROL H MI 7N 1457	EAKAGE C. E REBUTAL ROWED NA.	IUSED BY INCHT POR	AN IMPROPE BCREW P/H EE ECP BOL	

GENERAL DYNAHICS CONVAIR DIVISION

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THE TAIR BASE OF THE FLAME CRACKED. SCHIAL PER AGRANATED BY THE BASE OF THE FLAME CRACKED. SCHIAL PER AGRANATED BY THE GOUCES AND DIMES FOUND AROUND THE PLANE THE RESULTS OF THIS AMALYSIS. NO FURTHER ACTION TAKES TO FAST TO THIS AMALYSIS. NO FURTHER ACTION TAKES TO FAST THE VALUE POPPET CAUSED BY POPPET O-RING BEING PAR NOW CAN. FAR THE RESULTS OF THIS AMALYSIS. NO FURTHER ACTION TAKES TO FAST THE VALUE POPPET CAUSED BY POPPET O-RING BEING PAR NOW CAN. FAR THE RESULTS OF THIS AMALYSIS. NO FURTHER ACTION TAKES TO FEED OF THE UNITS BE SURFECTED FOR THE CHAIR PRESSURE FEED OF A BUBBER ACE CONTRIBUTION. GOVERNOODED TO RESOURCE FOR THE UNITS BE SURFECTED FOR THE MATERIAL. RECORDS AND THROUGH THE RESAURE FIT. DESIGN GROUP WAS RESULTED TO RESPOND TO A DROP IN ULAS IN BECOMDS AND THROUGH THE REDANDER OF THE PLIGHT. GLUATOR OFFICE TAILED TO RESPOND TO A DROP IN ULAS IN BECOMDS ALLOWED LOW THE REGIST. GLUATOR OFFICE TAILED TO RESPOND TO A DROP IN ULAS IN BECOMDS ALLOWED LOW THE RESSURE THE MATERIAL. GLUATOR OFFICE TAILED TO RESPOND TO A DROP IN ULAS IN BECOMDS AND THROUGH THE REDANDER OF THE PLICHT. UTP-FET BETTO THE BECOMDS ALLOWED LOW THE PLICHT. UTP-FET BETTO THE BECOMDS ALLOWED TO A DROP IN ULAS IN BECOMD TO A DROP IN ULAS IN ULAS IN BECOMD TO A DROP IN ULAS IN ULAS IN BECOMD TO A DROP IN ULAS IN ULAS IN THE BECOMD TO A DROP IN ULAS IN ULAS IN ULAS IN THE BECOMD TO A DROP IN ULAS IN ULAS IN ULAS IN ULAS IN ULAS IN ULAS INTERPREDATED TO A DROP IN ULAS IN ULAS INTERPREDATED TO A DROP IN	FALED CONFORT NAME	1	PRI VENDOR NAME.
BER OF UNIT THIS TIME. THIS TIME. THIS TIME. THIS TIME. LLT OUT OF 1 LLT OUT OF 1 ADEQUACY. 60 STED TO INVE BLC TO FALL BELO	SLY-00-D8-3240 FLEXIBLE MCAE, FITING	AR 69:222 FACTORY [7-06216-5	# 9
DEA WE BENT T THIS TIME. THYN DOCCALS AND T ADEGUACY. 60 STED TO PAYE DLEY TO FALL BELO TO FALL BELO TO FALL BELO TO FALL BELO	ET VIBRATION TEST 1-4 D TO FATIGUE AGGRANA		MIAL MUMBER OF UNIT
PA-14 DECALS AND 7 ADEQUACY. 60 STED TO INVE DLEY TO FALL BELO EX METAL NOS MBS1-17	-D8-3845 SENT TO VEN JANING THEN OF THE RE	FORNING HIM OF AMALYSIB AND RAR SLV OF THIR AMALYSIB, MO FURTHER ACTION	-99-08-3844 WAS BENT TAKEN AT THIS TIME.
DECALS AND TADEQUACY. 60 STED TO PANE DLEY TO FALL BELO TO FALL BELO EX METAL NOS	SA V-80-08-3243-P RIBE-OFF DISCONNECT O-RING	7115	YES ROYLYN NO 4488-1
DLEY DLEY TO FALL BELO TO FALL BELO TO FALL BELO TO FALL BELO	ML LEAK, LEAKAGS REPORTED PAST THE O-RING DISPLACEMENT IS UNKNOWN.	POPPET CAUSED BY POPPET O-RING BEIN TO INSURE PROPER USE OF AUBBER AGE	E PARTIALLY OUT OF 1 CONTROL DECALS AND 7
- 9 8	PROPER LUBRICANT. (E DISCOPPECT BE PERF HAME AS AN O-RINE PA	COMMENDED OTHER LIKE UNITS BE SUMME IN THE PRESSURE PIT. DESIGN GROUP IN	YED FOR ADEQUACY. 60 MB REQUESTED TO TAVE
CATED AT 1.8 SECONDS AND THROUGH THE REDAINDER OF THE PLEGHT. PROPER MEMLATOR OPERATION AT 1.8 SECONDS ALLONED LON TANK PRESSURE TO FALL BELO SECONDS. UTP-PET 651105 60/C YES PLEN METAL HOS NGER LINE ASSENSE. HADS-17 HADS-17 HADS-17	ECC/BRF85-068/A1-40E-00-200 REGILATOR	2000 49-3 691188	YES HADLEY NO
RECORDS. UTP-PET 691109 60/C VES PLEX HETAL HOS LINES ASSISTED FOR HEAD HOS HEAD HEAD HOS HE	E LOX TAME PPESSURE SCATED AT 1.0 SECON	NOR FAILED TO RESPOND TO A DROP IN THROUGH THE PLICHT.	WLASE PRESSURE AT 1
UTP-PET 65110S 6D/C 87-06216-17	ATION TOO LOW. IMPROPER REGULATOR OF PRIS UNTIL 1.8 RECORDS.	M AT 1.8 MECORDS ALLONED LOW TANK T	
UTP-PET 651109 60/C 87-00216-17			
UTP-PET 651109 6D/C 87-06216-17			
	ETALOSS MEAT EXCHANGER LINE ADDIOLY	601108	VES FLEX METAL MOS NO 6 HMS1-17

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	VENDOR NAME VENDOR PART NO		YES 60/C	AND WERE NOT A RESULT OF HISHANDLING DURING INS WELD SCHEDULE, PROOF, AND TOTAL CONFORMANCE TO	YES PEACOCK NO 51365-1	REQUIREMENTS OF EOP 510.4. THE TORQUE TO CLO DUE TO THE DETENT PIN NOT DROFPING INTO REQUIO MISALIGNMENT. IND DRAWINGS BE REVIEWED AND TO INSURE NO D'N NA SLY-89-06-3629.		KED 10 P.1641		YES PLUIDSENICS	70 THE RELIEF V
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	817C 71ME 01F		₹	1. A6 1.	FACTORY	EVIENED F	8-9	. TO		£78	
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MEUMATIC STRIEM-AIRBOAME	DIF DATA BOUNCE PART HUNDER	ERROR. REJECT LOT AND RETURN TO VENDOR	FAR 7-73313-809	e c	FAR E7-06106-3	TO MEET THE REGULI FAILURE WAS DUE TO O PLACE DUE TO HISH ENDOR PARTS AND DRA BY REFER TO MAR SLY	CO4PC617E-P70/DPL	D AT BUS 3 WHEN THE		FAR 7 E7-08102-37	TANK ULLACE PRESSURE SUDGEMLY TO RIBE 3 PSI 3NTO THE RELIEF WERE HOTED IN BENSITING AREAS.
DIFFICULTIES REVIEW-PREU	TEST/REPORT MUNDER FAILED COMPONENT NAME	MFACTURING DEFECT, VENDOR ERROR. REJEC	CT-99-06-069 PRESSURIZATION DUCT, BELLOMB	AL. BELLOMS ON DUCT VERE FOUND TO BE CREASED. CREASES IN THE DUCT WERE CAUSED BY THE VENDOR AND WERE NOT A RESULT OF MISHANDLING DURING IN OF THESE DUCTS TO BE THOROUGHLY MONITCRED FOR WELD SCHEDULE, PROOF, AND TOTAL COMFORMANCE TO PREVIEW COMFIGURATION OF DUCTS.	SLV-90-08-3243-P MANUAL SHUTOFF VALVE, PIN	CLEMANCE. THE VALVE PEPORTEDLY FAILED TO MEET THE REQUIREMENTS OF ECP 510.4. THE TORGUE TO CLO THE MAXIMUM SO INCH-POUNDS SPECIFIED. FAILURE WAS DUE TO THE DETENT PIN NOT DROPPING INTO REQUINE VALVE, THE PIN FAILED TO DROP INTO PLACE DUE TO HISALIGNMENT. LURE COMFIRMED, 60/C REQUESTED THAT VENDOR PARTS AND DRAWINGS BE REVIEWED AND TO INSURE NO D'M IS IN OUT OF TOLERANCE CONDITIONS. ALSO REFER TO RAR SLV-89-08-3828.	83-440-02-34 PIEUWITC CONTROLLDR	URING OPERATION. COMMIT STOP GENERATED AT BUS 3 WHEN THE LOX TANK WAS NOT SEGUENCED TO PLIGHT ON TOO LOW.	WEMICLE EFFECT-COUNTDOMM ARCHTED AND RESCHEDULED.	SLY-98-00-3241F PRESSURE REGULATOR-AIRBORNE FUEL 7 27-09102-37 ANK	FAILURE MODE-OUT OF TOLERANCE, REGULATOR ALLONED FUEL TANK ULLASE PRESSURE SUDDEMLY ALVE BAND OF TO.7 PSIS. CAUSE NOT RHOMN, MEAR PATTERNS WERE HOTED IN BENSITIVE AREAS.
	SYSTEM SUB-573TEM	CORRECTIVE ACTION-NUMBA	PHEUMATIC-A/B TANK PRESS	FAILURE MODE-STRUCTURAL. CORRECTIVE ACTION-THE CRITALLATION. FABRICATION OF WELL SCHEDULE. GO/C TO RE	PMEUMATIC-A/B TANK PRESS	FAILURE MODE-OUT OF TOLER SE THE VALVE EXCEDED THE IRED POS:TION TO LUCK THE CORRECTIVE ACTION-FAILURE ENSIONAL BUILDUP RESULTS I	PPEUMATIC-A/B TANK PRESS	FAILURE MODE-FAILED DURING OPERA PRESSURE. SYSTEN EFFECT-OPERATION TOD LOW.	VEHICLE EFFECT-COUNTDOM CORRECTIVE ACTION-FMEUNA	PHEUMATIC-A/B TAHK PRESS	FAILURE MODE-OUT OF TOLE! ALVE BAND OF TO.7 PSIS. C.

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CORRECTIVE ACTION-PAILURE NOT CONFIDED. NO CORRECTIVE ACTION TAKEN.

GENERAL DYNAMICS CONVAIR DIVISION

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87.57EN 8UB-8787EN	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	A P P	PRI VENDOR NAME OTH YENDOR PART NO	
PNEUMATIC-A/B TANK PRESS	6943417.2 BOLLOFF VALVE ABSEMBLY	UTP-SLT 85-80E08-8E1	630914	3/ 3	YE 8	3/09	••016•
FAILURE MODE-LEAR-EXTERNAL. D SERVED AFTER COMPLETION OF THE ROMENT.	FAILURE MODE-LEAR-EXTERNAL, DURING SLT Z-AKIS VIBRATION THE COME SEAL LEARAGE MAS ABOVE TOLERANCE.NO LEARAGE WAS OB ERVED AFTER COMPLETION OF THE VIBRATION SWEEP. THE OUT-OF-TOLERANCE LEARAGE IS ATTRIBUTED TO THE SLT VIBRATION ENVI COMMENT.	COME BEAL LEARAGE OLERANCE LEARAGE 19	MAS ABOVE	TOLERANCI D TO THE	0 E E	EAKAGE MAS OB IBRATION ENVI	
CORRECTIVE ACTION- NO CORRECT	CRRECTIVE ACTION IS JUSTIFIED AS A RESULT OF MINOR LEARAGE DURING BLT VIBRATION.	ESULT OF MINOR LEAR	AGE DURING	9L7 V194	9114		
TANK PRESS	BS-4HI OL CHANGEOVER VALVE	CONTOOL 18-PRO/UPL	020308 020309		9		
FAILURE MODE-OUT OF TOLERANCE SE IN PRESSURE IS EXPECTED. TH	FAILURE MODE-OUT OF TOLERANCE. LON TANK PRESSURE MELD AT RE.5-ES.6 PSIG FOR 4.0 SECONDS AFTER COMMIT ATOP. A DECREA SE IN PRESSURE IS EXPECTED. THE CHANGEOVER VALVE STATED OPEN FOR R.8 RECONDS.	.5-23.8 P316 FOR 4.	• 951000	AFTER CO	-	TOP. A DECREA	
SYSTEM EFFECT-OPERATION 700 L	1 700 LONG.						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-UNENDAN.	¥5.						1
PREUMATIC-A/B TANK PRESS	SLY-A9-08-3242F PRESSURE RELIEF VALVE-AIRBORNE FUE 27-06104-9 L TANK	FAR 27-00104-0	720s 850909	FACTORY	YES O	8.4.HADLEY 10326-9	003227
FAILURE MODE-EXTERNAL LEAKAGE. DIAPHRACH. ANDUNT LEAKED WAS M	EAKAGE. A BLOWING LEAK CAME FROM THE PRIMARY CONTROLLER SCREEDED WENT PORTS DUE TO A DAMAGED. ID WAS HOT DETERMINED.	PRIMARY CONTROLLER	SCREEDED	VENT POR	5	TO A DAMLED	
CORRECTIVE ACTION-BUALITY CON IN TO INSURE DIAPHRAGNS ARE NAN IAPHRAGHTO REPLACE THE PRIMARY ICFOR DIAPHRAGH REINFORCEDIENT.	CORRECTIVE ACTION-BUALITY CONTROL REBUESTED THAT VENDOR BE INFORMED OF THIS ANALYSIS AND DE REGUESTED TO TAKE IN TO INSURE DIAPHRACHS AND LOX RELIEF VALVES USING THE STAPHRACHTO REPLACE THE PRIMART CONTROLLED DIAPHRACHS. DESIGN CHANGED TO USE DACRON FABRIC IN PLACE OF THE GLASSIC OR THE GLASSIC OF THE GLASSIC DIAPHRACH REINFORCEMENT. REF. FAR BLY-AS-DS-38ES.	INFORMED OF THIS AN YED BOTH THE FUEL A CHANGED TO USE DAC	ALYSIS AND ND LOX REL RON FABRIC	DE REGU JEF VALW JN PLACI	8 8 9	OF THIS ANALYBIS AND DE REQUESTED TO TAKE ACTIO THE FUEL AND LOX RELIEF VALVES USING THE SAME D TO USE DACAON FABRIC IN PLACE OF THE GLASS FABR	
PPECHATIC-A/B Taker PRESS	60C/ZZM65-029-DA1080-/L4-7MC-01-71 COMPOSITE-FRD/DAL 10 BOILOFF VALVE MICRO BATTCH 27-81448-841	COMPOS TE-FRD/DPL E7-81448-841	7110 650906	7-4	2 0		
FAILURE MODE-FAIL DURIN OFCATE A BOILOFF VALVE O D BOLEWOID.	FAILURE HOUE-FAIL DURING OPERATION. FOLLOWING FIRST AND SECOND COMMIT SEQUENCES THE LAUNCH ANALYST PANEL DID NOT 1M Dicate a doilopp valme open indication. This was caused by a stuck or prozen micro switch on the Boilopp valve close D bolemoid.	OND COMMIT BEGUENCE BTUCK ON PROZEM ME	S THE LAUS	CH ANALY	2	EL DID NOT IN IF VALVE CLOSE	
STATEM EFFECT-MOME.							
VEHICLE CPTCT-NOIC.							
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DIFFICULTIES REVIEW-PNEUMATIC BYSTEM-AIRBORNE

	611000	94E3E		• >04•			378300		
PRI VENDOR NAME.			S OPEN. CAUSE-NICROS IPPING UNE NOT STRONG SE REPLACED WITH ONE	YEE PLUIDGENICS NO PE4E-1E	BO.2 PLUS OR MINUS O	N IN PRESSURE PIT 1 OF THIS TYPE SEE FAR AB-00-3184 AND BLV-A	YES HYDRA-ELECTRIC NO 3E010-1	чись.	768 66/c NO
11 ME DIF		PALC 2-4 YES	TEN 17 MA TERMAL .	FACTORY	O.ED 18	MENTATIONS IDD, BLV-	3,0	WE TOLER	3
VEHICLE DATE DIF		7110 esese	CLOSED WANTICH 19	630903	BOUNE ALL	HE INSTAL IRHED AC.	304068	70 Q	630059
DIF DATA SOURCE PART NUMBER	.LER.	FAR . 27-61440-841	INDICATED VALVE WAS LIVE, AND THE MICHC SHATTON AND SOLENDED	FAR A 27-06101-45	-es.03. Hinde Pre	RECOMENDED THAT TO FOR OTHER HON CUMP	UP-PET 27-00130-1	OF TOLERANCE.	UTP-PRT 85-80E08-0E1
TEST/REPORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTICY-REPLACED THE BOILOFF VALVE SENSOR CONTROLLER.	SLV-90-08-3238P SOLENDID SENSOR VALVE-BOIL OFF VAL 27-61448-841 VE	FAILURE MODE-FAIL DURING OPERATION, VALVE POSITION SMITCH INDICATED VALVE WAS CLOSED WHEN IT WAS OPEN. CAUSE-MICROSMITCH ELASTOCK PLUMERS BEAL BECAME STIFF DUE TO LOW TEMPERATURE, AND THE MICROSMITCH INTERNAL SPRING MAS NOT STRONG ENOUGH TO OMERCOME THE RIIFF SEAL. CORRECTIVE ACTION-RAR BLV-50-06-3825 RECOMMENDED THAT MICROSMITCH AND SOLENDEDS NOW BEING USED BE REPLACED WITH OME S COMPATIBLE WITH DESIGN TEMPERATURES.	SLV-99-D6-324DP PREISURE REGLATOR-AIRBORNE LON TA 27-D6101-45 NR.	TOLERANCE LEARAGE FILL PRESSURE TOO LOIMES-63. HINIMM PRESSURE ALLONED IS 30.2 PLUS OR MINUS	CCRREC INE ACTION-FAILURE NOT CONFIRMED. RAR SLY-DO-DO-SORY RECOMENDED THAT THE INSTRUMENTATION IN PRESSURE PIT 1 BE IMPROYED BY MAKING IT THE SAME AS THAT IN PRESSURE PIT E, FOR OTHER NOW CONFIRMED REJECTIONS OF THIS TYPE SEE FAR HE-AO-DO-SOBO, LV-AO-DO-SIGG, LV-AO-DO-SIGG, LV-DO-DO-BIGT, LV-DO-DO-SIGG, BLV-AO-DO-SIDG, BLV-AO-DO-SIDA AND BLV-A	FRETCATER DIFFERENTIAL BAITCH-PRESSURE	FOLEMANCE. OVERALL DINEMBICHS WERE CUT OF TOLEMANCE.	8045417.8 BOILOFF VALVE ABBENBLY
#31878 #31878	CORRECTIVE ACTION-REPLACE	PAEUMATIC-A/B TANK PRESS	FAILURE MODE-FAIL DURING OPERATION, VITCH ELASTONER PLUNCER SEAL BECAME BENOUGH TO OVERCOME THE BYIFF SEAL, CORRECTIVE ACTION-RAR SLV-9D-00-3025 S COMPATIBLE WITH DESIGN TEMPERATURES.	PREMATIC-A/B TAIN PRESS	FAILURE MODE-OUT OF TOLES	CORREC IVE ACTION-FAILURE BE IMPROVED BY MAKING IT I MC-A9-D8-3088, LV-A8-Q8-3 9-D8-3187.	PHEUMATIC-A/P TANK PRESS	FAILURE MODE-OUT OF TOLER CORRECTIVE ACTION-ALL SPE	FNEUMATIC-A/B TAME PRESS

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FAILURE MODE-OUT OF TOLERANCE. DURING POST VISBATION ANIS I PROOF CYCLE, THE BELLOWS STROKE MEASURED LESS THAN THE ALLOMBLE G.GC-O.00+0-05 INCHES AT ZOMES CT AND CS-LABO, THE RESEAT PRESSURE WAS S.GTS-S.GGO PRIS WITH S.SG PRIS THE MINIMUM ALLOMABLE. BELLOWS STROKE WAS APPARENTLY NOT CHECKED AT ALL POINTS.

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-ATREGANE

3737EN 340-3737EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	PRI VENDOR NAME F OTH VENDOR PART NO	<u></u>
CORRECTIVE ACTION-HOME.	WALVE WORKED CORRECTLY WHEN REASSEMBLED.	HELED.			00100
PMEUMATIC-A/B TANK PRESS	ETANGOA MEAT EXCHANGER LINE ABSENDLY	UTP-PET 27-00210-17	9709 818069	YES FLEX METAL HOS NO E HB481-17	•
FAILURE MODE-OUT OF SPE INCH AND ONE WAS THIRTY	FAILURE MODE-OUT OF SPECIFICATION. SPECINEN MEASUREMENTS TWO DIMENSIONS WERE BELOW THE MINIMUM BY FOUR THOUSANDTHS WEN AND ONE WAS THIRTY FIVE THOUSANDTHS INCH BELOW TOLERANCE.	NO DIMENSIONS WERE B	ELOW THE HINIMUM	BY FOUR THOUSANDTHS	
CORRECTIVE ACTION-THE S	CORRECTIVE ACTICN-THE SMALL DIMENSIONAL DISCREPANCIES ARE CONSIDERED MINOR AND USABLE FOR TEST. REMAINDER OF LOT MI LL BE INSPECTED AND REJECTED IF FOUND TO BE CUT-OF-TOLERANCE.	CONSIDERED HINOR AND	USJBLE FOR TEST.	REMINDER OF LOT M	
PHEUMATIC-A7B TANK PRESS	SLV-AD-DD-3237F PRESSURE RELIEF VALVE-DIAPMAGH	FAR 27-08104-9	7116 FACTORY 850720	YES B.H.HABLEY NO 10524-9	icame.
FAILURE MODE-STRUCTURAL. AME FROM CONTROLLER AT ALL	FAILURE MODE-STRUCTURAL, VALVE DID MOT RELIEVE. SPECIFIED RELIEF PRESSURE IS 71,7 PSIG- AME PROM CONTROLLER AT ALL PRESSURES. CAUSE MAS A RUPTURED PRIMARY CONTROLLER DIAPHRAGM.	RELIEF PRESSURE 18 71.7 PSIG MANIMM. EXCESSIVE LEARAGE Primary controller diaphragm.	1.7 Polé maniman. Iaphraga,	EKERSSIME LEARAGE C	
CORRECTIVE ACTION-PER RAR 9LV-A9-06-3624 OF FOUR TUCKERED CORNERS. P.3831BILLITY OF	DATED A BAD	650625 VENDOR WAS NOTIFIED OF THIS BATCH OF DIAPPRACHS WAS SUGGESTED.	HIS AMALYBIS-DIAP ED.	HRACH RUPTURE AT CHE	
PAEUNATIC-A/B TANK PRESS	69 A3417.E BOILOFF VALVE ASSEMBLY	UTP-PRT 55-60209-821	920700 60/0	YES 60/C	300100
FAILURE MODE-LEAR-EXTER NG THE SEAL HERE NOT BUC	FAILURE MODE-LEAR-EXTERMEL. DURING PRT PROOF CYCLE A REPLACEMENT COME AND SEAL ASSEMBLY LEARED. ATTEMPTS AT RESCATS NG THE SEAL MERE NOT BUCCESSPUL IN REDUCING THE LEARAGE. THE LEARAGE MAS THE RESULT OF A DANAGED VALVE SEAL.	ICEMENT COME AND SEAL RELEARAGE UNS THE RE	ASSEMBLY LEAKED. SULT OF A DAMIGED	ATTEMPTS AT RESCATE VALVE SEAL.	
CORRECTIVE ACTION-THE P.	CORECTIVE ACTION-THE PART WAS REJECTED AND REPLACED WITH A SATISFACTORY UNIT. NO DESIGN OR CORRECTIVE ACTION MAS	A SATISFACTORY UNIT.	NO DESIGN OR COM	RECTIVE ACTION NAS R	
PHEUMATIC-A/B TANK PREBS	GC/BKF65-048/81-401-00-99	7.19.T	590 8-1 690701 25	YE8 10	

SYSTEM EPPECT-CARATIC OPERATION, THE LOS TAME PRESSURE RESULATION WAS CREATIC.

FAILURE MOSE-OUT OF EXPECTED TEST VALUE, THE LOX TANK ULLAGE PRESSURE TRANSDUCER EMHOSTED AN INCREASES RATE OF CHA MCC OF DATA LEVELS BETHERS 25 SECONDS AND 28 SECONDS POLLONED BY A RETURN TO MORNAL. POSSIBLE CAUSES ARE- (1) THE PH EUMATIC REGULATOR EXPERIENCED A SLIGHT SET POINT CHANGE, (2) THE BENSING LINE DISCONDECT LEAKED INTERNALLY FOR THE P IRST 25 SECONDS, (3) INTERNAL PRICTION IN THE REGULATOR.

WENICLE EFFECT-NOME.

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		DIFFICULTIES REVIEW-PRECULTIC STRIEM-AIRBORNE.	UNATIC STRIEM-AIRBOR	į				
	9737EE 508-9737EE	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	911E 1116E 01F	ž š	SITE PRI VENDOR MANE TIME DIP OTH VENDOR PART NO	
	CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	ARECTIVE ACTION TAKEN.						•••
	PECHATIC-A/B TAM PRESS	AA05-00E1/P3-48M-02-2E5 OR1FICE	COMPOST TE-FRD/DFL E7-D8187-D03	22.50 650620	13 -140	ភ្នំ ស		••73£0
	FAILURE MODE-OUT OF SPE	OF SPECIFICATION, THE PROGRAM PRESSURE OFFICE WAS TOO SMALL TO ALLOW SUFFICIENT GAS FLOW.	IFICE WAS TOO SHALL	TO ALLOW	BUFFICIEN	T CAB	FLOW.	
	STSTEM EFFECT-OPERATION	SYSYEM EFFECT-OPERATION TOO LONG. THE PROGRAM PRESSURIZATION SYSTEM WAS LOW AND CUT OF SPECIFICATION.	ON SYSTEM WAS LOW AN	0 CVT OF	SPECIFICA	9		
	VEHICLE EFFECT-COUNTDOM RESCHEDULED	A RESCHEDULED.						
	CORRECTIVE ACTION-ORIF!	CORRECTIVE ACTION-ORIFICE HAS ENLARGED. REFERENCE IR ND85437.	137.					
	PNEUMATIC-A/B TANK PRESS	AA41-0021/P3-48H-01-225	COMPOST TE-FRD/DRL. 27-06167-003	829059 8230	18 -140	ă õ		487521
	FAILURE MODE-OUT OF TOL	OF TOLERANCE. THE PROGRAM PRESSURE ORIFICE WAS TOO SWALL TO ALLOW SUFFICIENT GAS FLOW.	E MAS 700 SMALL TO A	ILLOW BUFF	ICIENT &	5.	i	
	SYSTEM EFFECT-OPERATION	ERATION TOO LONG.						
	VEHICLE EFFECT-COMPOSITE RESCHEDULED.	TE RESCHEDULED.						
	CORRECTIVE ACTION-UNKIN	CORRECTIVE ACTION-LAKNOWN. PROGRAM PRESSURE ORIFICE REPLACED REFERENCE IR ND65433.	CED REFERENCE IR NOB!	5433.				
	PREUMATIC-A/B TANK PRESS	GOC/ZZM63-G20-DA1031-/P4-TNO-01-71 COMPOSITE-FRD/DPL 09 BOLLOFF VALVE CONTROLLER, SENSOR 27-81448-841	71 COMPOST TE-FRD/DPL 27-81448-841	7109 650617	4-4	45.8 OH		Ī
_	FAILURE MODE-OUT OF TO E OF APPROXIMATELY 9.9 I MITUDE OF 0.1 PSIG. PROT	FAILUKE MODE-OUT OF TOLEBANCE. THE OPERATING RANGE OF THE BOILOFF VALVE WAS GREATER THAN NORMAL, A CRACKING PRESSUR E OF APPFOXIMITELY 9.9 PSIG AND REBET PRESSURE OF APPROXIMITELY 4.3 PSIG WAS COSCAVED. NORMALLY THIS RANGE MAS A MAG MITUDE OF 0.5 PSIG. PROBLEM ATTRIBUTED TO CONTROLLER BENSON.	BOLLOFF VALVE 1448 GL ATELY 4.3 PSIG 1448 GL R.	REATER THA	N NORMALLY T	5 4	ACKING PRESSUR ANGE NAS A NAG	
	BYSTEH EFFECT-NONE.							
	WENTCLE EFFECT-NONE.							
_	CORRECTIVE ACTION-THE :	CORRECTIVE ACTION-THE SENSOR CONTROL TO THE BOILOFF VALVE MAS REPLACED. THERE MAS NO RECURRANCE OF THE PROBLEM AFTE. REPLACEMENT.	MAS REPLACED. THERE	M 0 M	CURRANCE	8	E PROBLEM AFTE	
	PNEUMATIC-A/B TAME PRESS	BLV-90-06-3235F SOLEWOID SENSOR-BOIL OFF VALVE	FAR R7-01440-041	7100	PALC 2-4 YES	ž 9		
	FAILURE MODE-OUT OF TOO AS A STICKING POPPET BUS TO INCOMPLETE CHEMICAL	FAILURE HODE-OUT OF TOLERANCE. BOIL OFF VALVE RESEATED LOW. TESTS INDICATING IT WAS ALSO CRACKING TOD HISM. CAUSK M AS A STICKING POPPET DUE TO A PERT BELLOMS. ONE SIDE OF THE SELLOMS WAS CONSIDERALY THICKER THAN OTHER PORTIONS DUE TO INCOMPLETE CHEMICAL ETCHIMS. DELLOMS DEFINS RATE IS PROPORTIONAL TO THE CUBE OF THE THICKNESS.	4. TESTS INDICATING E SELLCHS MAS CONSIDI OPCRITIONAL TO THE CU	IT WE ALL	ALBO CRACKING THICKER THAN THE THICKNESS.	# # .	HISH. CAUSE W	

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CORRECTIVE ACTION	CORRECTIVE ACTION-PER VOAR 7701-85 DATED 650850 THE VENDOR ADDED AN OPERATION REQUIRING A CHECK FOR UNIFORMITY OF A ATERIAL THICKNESS WHEN ELECTROPOLISH IS USED TO GET THE PROPER SPRING RATE. ACTION REQUESTED BY RAR SLV-80-08-3023.	IOP ADDED AN OPERATION TROPER SPRING RATE. AC	REQUIRING A CHECK FOR UNIFC	
-			TION REQUESTED BY RAR SLY-90	x
Pricionalic-A/B Take PRESS	SLENDID SENSOR BELLOWS-BOIL OFF V 27-81971 ALVE	FAR F V 27-81571	690615 FACTORY YES	05.2796
FAILURE HODE-CONTA ROSION, AND OME LEA 701 AND 050630.	FAILURE MODE-CONTANTMATION CAUSED EXTENNAL LEARAGE. TWO SOLEMOID SENSOR BELLOMS LEAKED FROM PIN KOLES CAUSED BY COR ROSION, AND ONE LEAKED THRU INTERCONNECTED INCLUSION STRIMMERS IN THE ADJUSTER POPPET. SIMILAR FAILURES ON DATES 450 TOI AND 450630.	SOLENOID SENSOR BELLC WERS IN THE ADJUSTER	M LEAKED FROM PIM KOLES CAL POPPET. SIMILAR FAILURES ON	JSED BY COR
CORRECTIVE ACTION- O ASSURE DELLOMS AR O ADJUSTER POPPETS DECIDED NOT TO NIC	COKRECTIVE ACTION-PER RAR SNY-99-08-3823 GD/A REQUESTED THE BELLOMS HANDLING PROCEDURES AND PROCESSES BE EXAMINED T ASSUKE DELLOMS ARE NOT EXPOSED TO CORROSION ENVIRONMENTS. A PROPOSAL FOR A THIN ELECTROLESS MICKE, PLATE APPLIED T ADJUSTER POPPETS TO SEAL ANY POTENTIAL INTERCOMMECTED INCLUSION STRINGERS THROUGH THE THIN FLAME WAS MADE. IT WAS DECIDED NOT TO MICKEL PLATE UNLESS ANOTHER SACH FAILURE OCCURS.	THE BELLOAS MANDLING. 8. A PROPOSAL FOR A T MCLUSION STRINGERS TH OCCURS.	PROCEDURES AND PROCESSES BE 11H ELECTROLESS NICKEL PLATE ROUGH THE THIN FLANCE WAS MA	EXANTHED T TAPPLIED T IDE. IT MAS
PHEUMATIC-A/B TANK PRESS	A-94-08-3026F DIFFERENTIAL PRESSURE SWITCH	FAR 27-04130-1	650510 DYESS YES HYDRA E NO 32018-1	YES HYDRA ELECTRIC 894737 NO 32018-1
FAILURE MODE-OUT O	F TOLERANCE, BATTON MOMENTS INTERFERED	RE LESS THAN THE REGU E MOVEMENT REGUIRING	OPENED AT A PRESSURE LESS THAN THE REQUIRED 0.9 PLUS OR MINUS 0.3 PSIO. WITH PRESSURE PLATE MOVENENT REQUIRING A SMALLER PRESSURE TO OPEN THE SI	1910. CORRO IME SMJ 7CH.
CORRECTIVE ACTION-	-ECP 18ED OF MAY 31,196E MAND AND DIED ALL INTERNAL SMITCH COMPONENTS TO ELIMINATE CORROSION. 84 V-98-G8-3213P FAR FAR SCHOOL OFF VALVE SENSOR PT-08340-5 SCA.ENDID-BOIL OFF VALVE SENSOR PT-08340-5	FAR ET-08540-5	BENEVITE TO ELIMINATE CORROSTO BENEVITE TO ELIMINATE CORROSTO BENEVITE TO THE MACHINE MACHINE	ORROGION. INC MACHETICS 894334
FAILURE MODE-OUT OF INSUFFICIENT ROLLING PERATION.	20 P 32 P	TO ROTATE 330 DECREE	I DURING ASSEMBLY BUILD UP.	CAUSE MAS
CORRECTIVE ACTION-FAILURE CO	FAILURE CONTIRNED. RAR BLV-99-08-3817 DOCUMENTS THAT VENDOR WAS REQUESTED TO PREVENT RECURRENCE	DOCUMENTS THAT VEHICOR	MS REMESTED TO PREVENT RE	o lantince o
				PASK 0018

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

	8737EM 346-5737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	817E	PRI VENDOR HANE OTH VENDOR PART NO	
	PNEUMATIC-A/B TANK PRESS	ETARESS PHENMATIC FLEX HEAT EXCHANGER LINE ASSEMBLY	UTP-PET E 27-00216-3	43030¢	y 3	YES FLEX NETAL HOS NO E CO HA490	•• 00 • 0
	FAILURE MODE-LEAK-EXTER URST PRESSURE, THE BURST	EXTERMAL. THE TEST SPECIMENS LEARED AS THE UNITS WERE BEING PRESSURIZED TOWARD SODD PSIG DESIGN S Burst test was the Last Scheduled Test.	IE LNITA WERE BEING	PRESSURIZED	TOMARD	8000 P816 DE816M &	
	CORRECTIVE ACTION-DESIGNERRENING OF THE FLEXIB	CORRECTIVE ACTION-DESIGN CONSIDERED THE VIBRATION AND CYCLING IN EKCESS OF MIBSILE USE. THE TEST LEARAGE MAS DUE TO HEARENING OF THE PLEXIBLE CONVOLUTION SECTIONS THROUGH THE VIBRATION TESTS. A DESIGN IMPROVEMENT ON THE CONVOLUTION AND RIGID TUBING GAGES WILL BE INCORPORATED IN FUTURE LOTS.	ING IN EKCESS OF HIS VIBRATION TESTS. A	DESIGN JOPPE	IC TEST OVEHENT	LEAKAGE HAS DUE TO ON THE CONVOLUTION	
	PNEUHATIC-A/B TANK PRESS	SLY-99-0E-3231P DUCT ASSEMBLY-LOX TANK ULLACE PRES 27-80205-803 SURE	FAR 1 27-80205-803	650415 F.	FACTORY	TES MICO	***
	FAILURE HODE-STRUCTURAL, THREADS WERE USE WAS CROSS THREADING THE JOINT, THE	TURAL. THREADS WERE STRIPPED ON BOTH MALYES OF THE THREADED CONNECTION USED TO JOIN TWO CICTS. CA DING THE JOINT. THE SOFT ALUMINUM RING NUT IS PROME TO STRIPPING.	ES OF THE THREADED	COMECTION (OSC 0380	JOIN TWO CICTS. CA	·
	CORRECTIVE ACTION-FAILURE 80202-9 AND-17 TO PREVENT D DAMAGE, CHANGE PLANNING	FAILUSE COMFIRMED, RAR SLY-99-D8-3819 RECOMMENDED, ADD A HARD ANDDIZE COATING ON THE RING NUT 27- PREVENT SELZURE AND GALLING OF THE RING NUT AND THE NATING NALE THREADS AND TO PREVENT CROSS THREA ANNING CARD 27-60002-817 TO CORRECT ANDIGUITY IN THE LUBRICATION REQUIRENENT.	CHHENDED, ADD A MAR J AND THE MATING MA PULTY IN THE LUBRICA	D ANDIZE CC	MATEMA NO TO PERENT.	N THE RING NUT 2T- REVENT CROSS THREA	
	PNEUMATIC-A/B TANK PRESS	SLV-A9-08-3232F PRESSURE REGULATOR-AIRBORNE, FUEL TANK	FAR 27-06246-29	7108 FI	FACTORY	YES FLUIDGENICS NO P-243-6	094313
	FAILURE PLOE-CONTAMINATION TOP VALVE SUPPET BY PIECES OF THE RECULATOR DURING ASSEMBLY	MINATION, LEANAGE FILL MAXIMUM PRESSURE OF 68.3 PSIS WAS EXCEEDED, CAUSE WAS RESTRICTION OF THE PIECES OF RUBBER BETWEEN THE VALVE POPPET SHAFT AND THE TEFLON GUIDE. RUBBER APPARENTLY ENTEREIGE ASSEMBLY AT THE VENDOR.	F 68.3 PSIG MAS EXC	LON GUIDE. I	TUBBER A	WAS EXCECDED. CAUSE WAS RESTRICTION OF THE S THE TEFLON GUIDE. RUBBER APPARENTLY ENTERED	
	CORRECTIVE ACTION-COMFIRME RING ASSEMBLY, VENDOR B.C. ASSEMBLY PERSONNEL WERE REG PERSONNEL WERE CAUTOMED AN TEO 650825 TO WEAR 7831-65.	CORRECTIVE ACTION-COMPIRMED BY PUNCTIONAL TESTING, VENDOR WILL CONTINUE TO VACUUM CAREPULLY AT REGULAR INTERVALS DU RING ASSEMBLY, VENDOR B.C. MAS CAUTIONED NOT TO RELAK IN THE 100 PERCENT INSPECTION BOTH BEFORE AND AFTER ASSEMBLY. ASSEMBLY PERSONNEL WERE REQUESTED TO REDUCE ANOUNT OF LUBRICANT USED ON THE O-RING AS MUCH AS IS FEASIBLE, AFFECTED PERSONNEL WERE CAUTIONED AND INSTRUCTED TO PREVENT OVER TORQUING OF BERENS AND BOLTS. THIS DATA IS VENDORS ANSWER DA	ALL CONTINUE TO VAC 100 PERCENT INSPEC ANT USED ON THE O-R IVING OF SCRENB AND	UUM CAREPULLI TION GOTH 28 ING AS MUCH BOLTS: THIS	TORE AND DATA	GULAR ENTERVALS DU D AFTER ASSEMBLY. EASIBLE. AFTECTED VENDORS ANSMER DA	
	PMEUMATIC-A/B TAME PRESS	LV88-D8-3227-F HELIUM CHANGEOVER VALVE, POPPET	FAR 27-00116-11	2040 E	CTR	TES ROBERT SHAW FU NO LTON 10848201	
•	FAILURE MODE-CONTRIBAT WENDOP AT VALVE ASSEMBLY AS REMOVED FOR REPLACEMEN	FAILURE MODE-CONTANIMATION BURPECTED. POPPET BPRING PRELOAD MUT MAS SCRATCHED AND BIDE OF POPPET MAS DENTED BY THE WENDOW AT VALVE ASSEMBLY. VALVE OPERATION MAS MOT APPECTED, ND CONTANIMANTS MENE FOUND. UNIT WAS REJECTED AFTER IT MAS REMOVED FOR REPLACEMENT BY A REMOVED FOR REPLACEMENT BY A RE-DOSISO-IF VALVE.	HUT WAS SCRATCHED IN CONTAMINANTS INCR	AND SIDE OF E FOUNC. UNI	POPPET T MA B	MAS DENTED BY THE EJECTED AFTER IT W	

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367-3737ER	PAILED COMPONENT NAME	PART NUMBER	047E 01F 71ME 01F	F OTH VEHOOR PART NO	
COKRECTIVE ACTION-C MOTIFIED OF RESULTS	COKRECTIVE ACTION-COMPIRMED PRESENCE OF DENTS AND SCRATCHIS. OPERATION OF VALVE ACCEPTABLE. ETA SITE PERSONNEL MERE MOTIFIED OF RESULTS OF THIS AMALYSIS.	IIS. OPERATION OF YALY	E ACCEPTABLE. ETR	SITE PERSONNEL MERE	0170
PACCHATIC-A/B TANK PRESS	69.43417.3 Boiloff valve	UTP-PR7 35-80209-821	920308 6076	TES 60/C NO	96193
FAILURE MODE-OUT OF TO 8.6 9316. THE NIM TO 8.0 P316.	OF TOLERANCE. DURING PRI POST VISRATION AKIS 111 PROOF CYCLE, THE HINIMUN RESEAT PRESSURE BROPPES HINIMUN ALLOMABLE 18 9.5 PSIG. POUR BLOM DOMAS NERE NADE WITH THE RESEAT PRESSURE DROPPING PURTHER	AKIS III PROOF CYCLE, DOLAIS VERE MADE MITH	THE MINIMUM REBE THE REBEAT PRESSU	AT PRESSURE DROPPED RF. DROPPING PURTNER	
CORRECTIVE ACTION-A FAULTY WORKHAMSHIP.	CORECTIVE ACTION-ANALYSIS IS TO BE MADE UPON TEAR DOWN TO DETERMINE IF THE PROBLEM IS DUE TO A DESIGN MEARMESS OR AULTY WORRMANSHIP.	10 DETERNINE IF THE PR	CBLEM IS DUE TO A	DESIGN MEANNESS OR	
PECHATIC-A/B TAIR FRESS	69a3417.3 Boiloff valve.	UTP-PRT 5590209683	630304 60/C	YES 60/C	360100
FAILURE MODE-STRUCT D LOOSE. THERE WAS N	FAILURE HODE-STRUCTURAL. DURING PRI VIBRATION TEST AKIS & SPOT NELD ON RIGHT HAND CONTROLLER MOUNTING BRACKET PULLE D LOOSE. THERE WAS NO LEARAGE CAUSED BY THE SEPARATION BUT THE SPOT WELD APPEARED SHALLON.	SPOT WELD ON RIGHT H THE SPOT WELD APPEAR	AND CONTROLLER MO ED SMALLOM.	INTING BRACKET PULLE	
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE UNIT WAS DISASSEMBLED AND INSPECTED. ED IF THE FAILURE WAS DUE TO DESIGN OR FAULTY MORRMANSHIP.	. CROSS SECTIONS OF	HE WELDS NERE WAD	THE WELDS WERE MADE. IT WAS NOT REPORT	
PREUMATIC-AZB TANK PKESS	BOILOFF VALVE 4396/BLY	UTP-PRT 55-60209-621	650303 60 /C	YES 40/C NO	0035540
FAILURE MODE-LEAK-E AT 100 CP3, 0.09 SCF AD SEALS WERE FOUND	FAILURE MODE-LEAR-EXTERNAL. DURING PRI VIBRATION (2 AXIS), THE NEASURED LEARAGE WAS 0.08 SCFM AT 82 CPS, D.09 SCFM AT 100 CPS, 0.09 SCFM AT 180 CPS, D.NB SCFM AT 360 CPS, D.04 SCFM AT 700 CPS, D.05 SCFM AT 1300 CPS. TWO LOCKWIRE LE AD SEALS WERE FOUND IN THE VALVE BUT OTHER DAMAGE WAS APPAREN LEAR CHECK INDICATED ND DAMAGE TO THE LIP SEAL.	, THE HEASURED LEAKAG 04 BCFW AT 700 CPB, D REN., LEAK CMECK INDI	E WAS 0.08 SCFM A .DB BCFM AT 1300 CATED NO DAMMEE T	T GE CP3, D.OS SCFH CP3. TWO LOCANTRE LE D THE LIP SEAL.	
CORRECTIVE ACTION-T IVE FLOW FROM THE VA UESTED TO DELETE LEA	CORRECTIVE ACTION-THE LOCAWIRE FAILURE IS OF NO CONSEQUÊNCE EXCEPT FOR POSSIBLE CONTAHINATION. SINCE THERE IS POSITI The Flow from the Valve, The Chamce of Valve Contamination is renote, inspection has informed of the Failure and Mes Wested to delete lead beals and to use locawire thisted instead.	KE EKCEPT POR POBBBLI I IB REMOTZ, INSPECTION IBTEAD.	E CONTANTNATION. N NAS INFORMED OF	SINCE THERE IS POSIT THE FAILURE AND RES	
PMEUMATIC-A/B TANK PRESS	43/C-BKF65-010/A5-402-00-B01 HELIUM CHANDEOVER VALVE	COUNTDOM	501-D A3	5 5	
37 Tr 3 Co 3 Co 1 Co.			2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		

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GENERAL DYNAMICS CONVAIR DIVISION

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	VENDOR HANE VENDOR PART NO		18 REPLINE NON		CH TO INTERNAL	ILON PRESSURES		HELIUM BOTTLES PRESSURE (FIZ46P) AT ON 59-0502-7 THROUGH -16, E7-DOE0-2	6.H. HADLEY 10829-3	of Exceptions	-3811.	5/9	CRACKING PRESSURE EXCEEDED THE UPMAND DAIPT IN CRACKING PRESSU	5040 th 940704
	2 to		1760	5 B	T M	EVER 1		25.53. 20.05.	ភូ ទ	<u> </u>	8	ğ Q	2 H	8
	817E 71ME 01F		E14 EXH181	A-3	FAILED TO	IULKHEAD RI I EPTECT GI		BOTTLES P	FACYORY	346.A TED 9.1	RAR SLV-9	FACTORY	ACKING PRE	A INCOME
Ā	VEHICLE DATE CIF		0171CN HER	3010	VER VALVE	LOW AND B	79ED.	08 HEL3UH 17 ON 59-0	7114	ЕАКЕВ. Е.С	619. REF.	63065	1, THE CR.	# O .
EUNATIC SYRTEM-A'RBOR	DIF DATA SOURCE PART HUNDER		CTIVE ACTION FOR COME	FL1647 E7-08116-17	E PEUMATIC CHANGE OF	PAIGH TO RETAG ROCKET WICE WAS NOT DEGRADED.	LRHEAD PARTIALLY REVEN	0703 REVISED TO MONITO ED MITH PUR ET-06116-1	FAR OUP 27-06120-7	ULDER NEXT TO B-MUT LI D THE FAILURE.	MAS NOTIFIED OF THE REBULTS OF THIS AMALYBIS. REF. RAR SLY-98-08-3811	UTP-PRT US-60206-621	RYCKENIC GAS FLOW TES 11.0 TO 11.5 PSIG. A	SCART PROBLEM BY DEBI
DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-ATABORNE	TEST/REPORT NUMBER FAILED COMPONENT HAME	ICES HOT START.	VEHICLE EFFECT-COUNTDOWN ABORTED. CORRECTIVE ACTION-UNKNOWN FOR VALVE ITSELF PROPOSED CORRECTIVE ACTION FOR CONDITION HEREIN EXHIBITED IS REPLINE MON ITORING OF BOOSTER HELIUM BOTTLE PRESSURE DURING COUNTDOWN.	FELLUI CHANGEOVER VALVE	FAILUNE MODE-FAILED TO OPERATE AT THE PRESCRIBED TIME. THE PMEUMATIC CHAMME OWER VALVE FAILED TO SMITCH TO INTERNAL Pressure.	BYSTEW EFFECT-OPERATION TOO LOW, BOTH LOX AND FUEL TANK ULLAGE PRESSURES HERE LOW AND BULKHEAD REVERBAL PROBABLY RE BULTED ALTHOUGH LOSS OF WEHICLE INTERRITY DID NOT OCCURR PRICH TO RETRO ROCKETS FIRE. AN EPFECT OF THE LOW PRESSURES WAS LOW PURP INLET PRESSURES, PROPULSION SYSTEM PERFORMANCE WAS NOT DEGRADED.	VEHICLE EFFECT-NOME, MOMEVER, IT IS BELIEVED THAT THE BULKHEAD PARTIALLY REVERBED.	CORRECTIVE ACTION-PARAMETERS DIXUMENTS 27-68013 AND 89-00703 REVISED TO MONITOR HELIUM BOTTLES PRESSURE (FIZ48P) AT TIME OF SWITCH TO INTERMAL. VALUE P/N 27-08116-11 REPLACED WITH P/M 27-08116-17 ON 59-0502-7 THROUGH -16, 27-0020-2 AND 27-0021-3.	9LV-99-08-3229F PHEUMATIC RISE OFF DISCONNECT COUP E7-08120-7 LING	ON. PIN HOLE ON THE MACHINED SHOULDER NEXT TO B-MUT LEAKED. ELONGATED STRINGS OF EXCRENOUS NG RAW MATERIAL PROCESSING CAUSED THE PAILURE.	HED. VENDOR MAS NOTIFIED OF THE	6983417.3 Boiloff Valve Assembly	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. DURING CRYOGENIC GAS FLOW 1287, THE CRACKING PRESSURE EXCEEDED THE 1.0 PSIG SPECIFIED IN PARA 3.2.8. MEASURED PRESSURE MAS 11.0 TO 11.5 PSIG. A BLIGHT UPMAND DRIFT IN CRACKING PRESSU E HAS BEEN REPORTED ON SEVERAL CENTAUR BODGSTER SPLB.	AS NOT CONSIDERAD TO BE A SIGNIFICANT PROBLEM BY DESIGN, AND NO INSERSIATE CNAME UNA PROPOS
15 ton 1000	3/3/EE	STSTEM EFFECT-OPERATION DOE	VEHICLE EFFECT-COUNTDOMN AE CORRECTIVE ACTION-UNKNOWN F ITORING OF BOOSTER HELIUM BY	PREUMATIC-A/B TANK PRESS	FAILURE MODE-FAILED TO OF	BYSTEN EFFECT-OPERATION INCTED ALTHOUGH LOSS OF WING LOSS OF WING LOSS OF WING THESS	VEHICLE EFFECT-NONE, HOM	CORRECTIVE ACTION-PARAMETER: TIME OF SMITCH TO INTERNAL. AND 27-0021-3.	PREUMATIC-A/B TANK PRESS	FAILURE MODE-CONTANINATION. INCLUSIONS ENTRAPPED DURING	CORRECTIVE ACTION-CONFIRMED. MENDOR	PMEUMATIC-A/B TANK PMESS	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. 11.0 PSIG SPECIFIED IN PARA 3.2.8. MEABURED PRES RE MAS BEEN REPORTED ON SEVERAL CENTAUR BOOSTER	CORRECTIVE ACTION-THIS WAS

そのまでおりまた。その前にし、守ちむ、この対策の形が、このなる、この言葉のいれて、この対象を実体を発展的に対しては、仏教育的な

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CONVAIR DIVISION

DIFFICULTIES REVIEW-PNEUMATIC STSTEM-AIRBORNE

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\$1816H	TEST/REPORT KUMBER FAILED COMPOMENT MAME	DIF DATA SOUNCE VEHICLE SITE PRE VENDOR MANE PART NUMBER DATE DIF TIME DIF OTH VENDOR PART NO	VEHICLE DATE BIF	BITE TIME DIF	9 0 2 2	VENDOR MANE	2
PHEUMATEC-A/D TANK PRESS	SCLENGED SENSOR, BOILOFF YALVE	FAR 27-01440-029	9301	2	YES MO		

16161

FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME- THE BENSOR BECAME INOPERATIVE ALLOWING A CONTINUOUS VENT AS TANK P BESSURE MAS STEPPED FROM BEAUCHCE 3 TO E. VENTING OCCURRED AT 7.5 PSI. NO CONTINUOUS CRACKING ON PEREATING OCCURRED. VALVE 370CK DUE TO A BENT BELLOAD 27-81371-1. STICKING APPARENTLY CAUSED IT TO BEND PURTHER.

D MESE REQUESTED TO TAKE MECESSARY CORRECTIVE ACTION TO PREVENT ITS RECURRENCE, ASSEMBLERS WERE CAUTIONED TO BE ALER I FOR BELLOWS ARE SCREWED ONTO THE POPPET STEM; THEM ENCESSIVE RUN OUT CAN BE DETECTED BY SELLOMS AND TO CAN BE DETECTED BY SELLOMS WORDLE, E. RAR SLV-98-08-3614 DOCUMENTS THIS ACTION. CORFICTIVE ACTION-FAILURE COFFIRMED. 1. COGNIZANT FACTORY AND INSPECTION PERSONNEL WERE NOTIFIED OF THIS FAILURE AN

77720 YES CALIFORNIA AVI FACTORY 5050 6501**26** DUCT ASSENDEY-RIGID-FUEL TANK PRES 7-73620 A-99-08-3225F PACUMATIC-A/B

FAILURE MODE-STRUCTURAL, RESULTING IN A BLOMMA LEAR THRU A DEFECTIVE WELD WAS POUND DURING A 60 PSI LEAR CHECK. WE LO DEFECT WAS THE RESULT OF A DEFICIENT WELD SCHEDULE DURING DUCT FASRICATION BY VENDOR. DUCT WAS RECEIVED WITH THRE E OTHERS ON THE SAME BATE.

TESTING REQUIREMENTS MACH THESE MISSILES ARE REMOVED FROM STORAGE, VENDOR REPLY TO VOAR-TSAS-65, RECEIVED ON DATE 69 0409, SAID-A REVIEW OF VELD SCHEDULES RESULTED IN IMPROVENENT, AND THAT A 100 PERCENT FIT INSPECTION MILL BE WADE ON COMPONENTS PRICE TO WELD, AND THAT PERSONNEL WENE INSTRUCTED IN MANDATORY REQUIRENCENTS RELATIVE TO THESE DUCTS. PEF 8 CORRECTIVE ACTION-CONTINUED. THE THREE SUSPECT DUCTS NENE FOUND ON MISSILES IN STORAGE. PERSONNEL NENE NOTIFIED -RAR A-99-08-3807.

PAEUMATIC-A/B	34.V-96-04-3224F	FAR	5301 14	YES	686733
TANK PRESS	SOUTHOID SENSOR-BOILOFF VALVE	1-00200-66	490122	CONEN	
				AIR	
				ð	
1 Ca 12 12 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	The second are appropriately the second seco				_

LIGHT INDICATION WAS RECEIVED ON THE PREIMATIC PANEL. WENTING OCCURRED DOWN TO 7.5 PSI. DID NOT CRACK OR RESEAT. NO ELECTRICKL DISCREPANCIES FOMD. THE 27-01-459-7 SOLENDID RETAINER REAT STUCK IN THE INTERMEDIATE FORTION SECAUSE IT Ľ TIME - DURING TANKING, PMASE S, MODE-FAIL TO CPERATE AT PRESCRIBED S CUIDE EARS NEAR OFF CENTER 3,014 INCH.

CORRECTIVE ACTION-NOT CONFINIENCE- FOR PAIL TO CLORE NODE. CONFIRMED- FOR BOLENOID BITCAING IN INTERNEDIATE POBITION.

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GENERAL DYNAMICS CONVAIR DIVISION

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	DIFFICULTIES REVIEW-PREUMATIC STREM-ATROCHAZ	MAIIC STRTEN-AIRBOR	¥.		
3-875# 3-6-5751f#	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART HUNBER	VEHICLE SITE	VEHICLE BITE PRI VENDOR PART NO	
FMEUMATIC-A/B	SPAELAS.4 LOE BOILOFF "AL'YE-MICRO BUITCH	U1P-5L7 69-60£30-1	850122 GA/C	YES 40/A NO	062370
FALLUFE MIDE-ERPATIC OPT OT REMAIM CLYSED WHEN POS . S/N 401-0014.	FAILUFE MOSS-ERRATIC OPERATION, DURING POST AKIS 111 SLT VIBRATICM PROOF CYCLE THE LOCKUP MOSE MICRO SWITCH WONLD M OT REMAIM CLOSES WEN POMER WAS REMOVED, GIVING MOMENTARY LIGHT INDICATION OMLY, REF. TABA MISTORY LOG MO. 482-7-040 . S/M 401-0914.	VIBRATICH PROOF CYCLE THE LOCKIF MODE MICHO SMITCH WOLLD Light Indication only, Ref., Taba Mistory Log No. 682-7-04	THE LOCKIF MIDE, N. REF. TASK MISTON	ICRO ЭМІТСЯ МОКО М Т LOG MO. 442-7-040	
CORRECTIVE ACTION-MONE.	UNIT TESTED TO LEVELS IN EXCEUS OF DESIGN REQUIREMENTS.	DESICH REQUIREMENTA	-		
PNEUMATIC-A/B TAME PRESS	רנק שסורטע איראכ 108 אוראב איראכ	UTP-SLT 69-80200-1	\$50122 60/0	YES 60/C NO	392369
FAILURE HORE-OUT OF TOLI TO A 6.2 TO 6.4 PSIC BAN	TOLERANCE. DURING POST AXIS III BLT VIRRATIAN PPCOF CYCLE THE UNITA GPERATING FRESSURE SHIFTED BAND. REG. PRESSURE IS 4.7 TO 5.0 PSIS MAX, PEF, TAJK HIBTONY LOG NO. 442-7-040. B/N 401-DD14.	MAX. PEF. TASK HIST	THE UNITS OPERATION ONL CONT. LOS NO. GAE-T-	G FRESSURE WIFTED 040. B/N 401-0014.	
CORRECTIVE ACTION-NOME.	UNIT TESTED TO LEVELS IN EXCESS OF DESIGN REQUIREMENTS.	DESIGN REQUIRENENTS			
PHEUMATIC -A/B TAINE PRESS	AA65-0306/P4-70H-01-5301 LOX TANK BOLLOFF VALVE	COMPOST TE-FRE/DPPL	5301 14 650121	YES 40/C NO	00000
FAILURE MODE-FAIL TO OP PRESSURIZATION. UPON RE AVAIEM EFFECT-ERRATIC O	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, BOILOFF VALVE DID MOT CLOSE THE FIRST TIME UPON STEPPING TO PLIGHT Pressurization. Upon Restepving from Plight Pressurization to Sequence & THE MALVE DID NOT OPEN CORRECTLY. BYATEM EFFECT-FRRATIC OPERATION, THE DESIRED TANK PRESSURES COULD NOT BE OBTAINED BY MORNAL METHODS.	ALVE DIC NOT CLOSE 1 TO BEQUENCE & THE 1 COALD NOT BE COTA!	HE FIRST TIME UPON ALVE DID NOT OPEN NED BY NORMAL METY	I STEPPING TO PLIGHT CORRECTLY.	
WENTCLE EFFECT-NONE.					
CORRECTIVE ACTION-REPLA	TEPLACED BOTLOFF VALVE PER IR 9489E1 AND PR 0-515-50.	PR 0-515-50.			
PMEURITIC-A/B TANK PRESS	6942143.4 LOE BOILGEF VALVE-MICRO BATTCH	UTP-8LT 66-60200-1	0705 121069	763 66/4 NO	<u> </u>
FAILURE MODE-FAIL DURING ICATOR LIGHT FLICKERED F. BAITCH. REF. TASK MISTOR	FAILURE MODE-FAIL DURING OPERATION. DURING THE ONE MINUTE POST SLT VIBRATION SMEEP EGUALIZATION THE LOCKUP MUDE IND CATOR LIGHT FLICKERED FOR APPROXIMATELY 10 SEC. AND THEN WENT OUT COMPLETELY. THIS FAILURE MAS CAUSED BY THE MICRO MITCH. REF. TASK MISTORY LOS ND. 658-7-018. S/M 401-0014.	POST BLT VIBRATION I	WEEP EGUALIZATION THIS PAILURE UAS (THE LOCKUP MIDE IND AUSED BY THE MICRO	
CORRECTIVE ACTION-NOME.					
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GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

8137EH 9U8-312H	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF GATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E	PR: VENDOR NAME OTH VENDOR FART HO	
PHE UMATIC: A/B TAME PRESS	69AE142.4 LOE DO!LOFF VAI VE-CONTROLLER BRACK 69-60200-1	UTP-SLT (# 69-60200-1	121068	2/03	7ES 60/A NO	* * * * * * * * * * * * * * * * * * *
FAILURS MODE-STRUCTURAL, DURING THE SLT A R. 11STOST LOG HO. 6R2-7-038. 37M 401-0014. CORRECTIVE ACTION-WOME. UNIT TESTED TO LE	FAILURS MODE-STRUCTURAL, DURING THE SLT AKIB 113 VIBRATION SMEEP THE CONTROLLER MOUNTING BRACKETS CRACKED, REF. TAS HISTOSY LOG HO, 642-7-038, 378 401-0014. CORRECTIVE ACTION-WOME, UNIT TESTED TO LEVELS IN EXCESS OF DESIGN REQUIREMENTS.	4 SMEEP THE CONTROLLE! PESIGN REQUIREMENTS	R MOUNTING		CRACKED, REF. 145	
PIEUMATIC-A/B	Spatias.4	UTP-3L1 69-80200-1	121059) 3	7ES 40/A NO	181 181
FAILURE MODE OUT TO TO LE OF 0.03 SCFN OF GME. WE IN ABOVE 125 CPS. PE	TOLERANCE, DURING SLT VIBRATION 1EST ON AXIS 111 (Y) THE COME SEAL LEARAGE EXCEEDED THE ALLOMAB NE. SHORT TRANSIENTS OF 0.4E SCFN WERE NOTED JUST REFORE THE LEAR, TWE CANISTER BLEW OFF RESULTI PEF. TASK HISTORY LOG NO. 662-7-038, S/N 401-0014,	MAXIS III (Y) ING C NOTEO JUST BEFORE TH I'N 401-D01A,	OME SEAL L IE LEAK. TH	EARAGE EI E CANISTI	ICEEDED THE ALLOWAB IR BLEV OFF RESULTI	
CORRECTIVE ACTION-NONE.						
PHEUMATIC-A/B TANK PRESS	ALES-0006/P4-7BN-01-5301 VALYE-BOLLOFF	69-80200-1	5501 6501 81	2	763 40C NO	• • • • • • • • •
FATLURE MODE-OUT OF TO RESTEPPING FROPEN OFEN ME WAS NOTED FROM THE T DICATED AM OUT OF TOLEN	FAILURE MOCE-OUT OF TOLERANCE. THE BOILOFF VALVE DID NOT CLOSE WHEN TAKE PRESSURE MAS STEPPED TO SEQUENCE III. UPON RESTEPPING FROPER OFERATION WAS NOTED. THEN WHEN RESTEPPING FROM SEUVENCE III BACK TO SEQUENCE II, ONLY A SWALL PLU ME WAS NOTED FROM THE TAKE WENT AND THERE MAS NO INDICATION OF NOPHAL VALVE CYCLIMG. PRELIMINARY FAILURE ANALYSIS IN DICATED AN OUT OF TOLESANCE RETAINER SEAT IN THE VALVE.	LLOSE HOFEN TANK PNESS WE FROM SEMUENCE 111 I OF NOPHAL, VALVE CYC	URE MAS ST BACK TO SE LIME. PREL	EPPED TO GUENCE TI	SEBUENCE 111. UPON 1. CMLY A SMALL PLU AILURE AMALYSIS IM	
STSTEM EFFECT-OPERATION	STSTEM EFFECT-OPERATION STOPS PREMATURELY. THE BOILOFF VALVE CONTINUED TO VENT WHEN TAKE PRESSURE WAS STEPPED TO SE VENCE 1111.	WE CONTINUED TO VENT	WHEN TANK	MESSUA	HAS STEPPED TO SE	-
VEHICLE EFFECT-NOME.			,			
CORRECTIVE ACTION-VALVE	7	LURE ANALYBIS. (IR 8	(12695)			
PMEUMATIC-A/B TAME PRESS	GON-APZ65-DG561-402-00-109 Lok Tank Pressure Reculator		1640 93011£	57 68 -1	1 9	
FAILURE MODE-FAILED DU O MORNAL DEMANDS, NORMA	FAILURE MODE-FAILED DURING UPERATION. LOX TANK PRESSURE REGULATOR HUNG OPEN MOMENTARILY AFTER OPENING IN RESPONSE O MORMAL DEMANDS: MORNAL OPERATION RETURNED BY 3.1 SEC AFTER EMBINE IGNITION.	GULATOR HUNG OPEN NO. IS EMBINE IGNITION.	MENTARICY	AFTER OF	HIM IN RESPONSE T	
STREET EFFECT-CPERATIO	BEBIEM EPPECT-OPERATION TOO MIGM MOMENTARILY. LON TANK ULLAGE PRESBURE INCREASED PROM 23.5 TO 20.8 PRIG IN A TIME TO G. S. S. S. TO 20.8 PRIG IN A TIME TO G. S. S. S. NORMAL OPERATION RETURNED G.S. SEC., LATER.	ALE PRESSURE INCREAS	29 PROF 43	. 10 8	.0 Pole IN A TIME &	
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CENEMAL DYNAHICS CONVAIR DIVISION

DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

15 JUN 1966

STSTEN SUE-STSTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	SITE PRE	SITE PRE VENDOR MANE.	
CORRECTIVE ACTION-NOME.						003010
PMEUNATIC-A/B TANK PRESS	69AE143.4 LCE BOILGFF VALVE-BOLEHOID CONNECT 89-BDE00-1	UTP-PRT 69-80200-1	99 601059	6 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	7E9 60/C	9828
FAILURE MODE-STRUCTURAL.	FAILURE MODE-STRUCTURAL, FCALCONING PRI AKIS 21 VIBRATILM TEST, THE BOLENOID A ELECTRICAL COMMECTOR WAS FOUND TO SE COCE IN 11S HOUSING, REF. TASK HISTORY LOG NO. 882-7-034, 8/N 401-0014.	181, THE BOLENDID A	נונ כזענאר (CONECTOR	WAS FOUND TO BE	
CORRECTIVE ACTION-NOME.	IONE. CONTINUE TEST.					
FMEUMATIC-A/B TANK PRESS	69A2143.4 LOP BOILGFF VALVE	1-00309-69	95 01056	ON 3/03	VES 40/C	602367
FAILURE MODE-OUT OF TOLE REG. 19 0.030 SCFW MAX.	TOLERANCE, DURING THE MOST PRI AXIS !! PROOF CYCLE THE COME SEAL LEARAGE WAS 0.035 SCPN OF GAZ. MAX. REF. TASK MISTCAY LOG NO. 862-7-034. S/N 401-0014.	PROOF CYCLE THE COM 1. 9/N 401-0014.	E BEAL LEAK	0 SM 35:	035 BCFN OF 642.	
CORRECTIVE ACTION-NOVE. CONTIME TEST.	CONTINUE TEST.					
PHEUMATIC-A/B TANK PRESS	6)A2145.4 LOE BOILGFF VALVE	UTP-PRT 69-80200-1	6 5010 6 6 6	20/C YE	TES 60/A NO	660639
FAILURE MODE-OUT OF TOLE OWING EXCESSIVE LEARAGE T . REQ. IS 0.03 SCFM MAK.	FAILURE MODE-OUT OF TOLERANCE, DURING PRT VIBRATION SMEEP IN Z-AXIS, THE COME SEAL OCCASIONALLY OFFINED SLIGHTLY ALL OWING EXCESSIVE LEARAGE TO GREATER THAN 0.150 SCPM, AT THE END OF THE VIBRATION SMEEP THE COME BEAL LEARAGE WAS ZENO . REQ. IS 0.03 SCFM MAX. REF. TASK MISTORY LOG NO. 682-7-033, 8/M 401-0014.	N Z-AXIS, THE COME : ND OF THE VIBRATION . S/N 401-D014.	SEAL OCCASIO	SHALLY OPE SOE BEAL	NED SLIGHTLY ALL	
CORRECTIVE ACTION-MONI. CONTINUE TEST.	CONTINUE TEST.					
PMELMATIC-A/B TANK PRESS	SLV-00-08-3221F RISE OFF DISCONNECT MALF-LON TANK	FAR 27-00120-9	7107 NTA 641EEE		YES ROYLYM NO 4488-1	

FAILURE WODE-FAILED DUMING OPERATION, POPPET STUCK OPEN WHEN IT WAS MANUALLY PUSHED IN WITH A MANMER MANDLE, POR UL LASE LIME PRESSURE RELIEF, BOTH THE POPPET PROBE AND THE BORE ARE TAPERED, THE POPPET STUCK BECAUSE PROBE WAS ABOVE MAXIMUM ALLOMABLE OUTSIDE DIANETER AND THE BORE WAS BELOW MINIMUM INSIDE DIANETER. THE POPPET WAS PUSHED IN BEYOND IN OPMAL TRAVEL DISTANCE. Ę 41872 7107 SLV-80-00-3221F RISE OFF DISCOMMENT MALF-LON TANK 27-00126-9 PRESSURE DUCT PNE UNA TIC-A/B TANK PRESS

CONTICTIVE ACTION-CONFINED. EFFECTIVE ON DAYE BODIO, VINDER 19 WIND A SIND GASE OR ALL MATE TO PREVENT MALACE OF OUT OF TOLEAAMEE PARTS. BO'A DARVEY 1-68 WAD IBDUED ON DATE GASTOA TO TEST ALL UNITS IN STOCK AND ON MISSILES FOR D

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GENERAL DYNAMICS CONVAIR DIVISION

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		DIFFICULTIES REVIEW	DIFFICULTIES REVIEW-PHEUMATIC STRTEM-AIRBORNE	¥				
	3737EN 3CB-8787EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	PART NUMBER	VEHICLE DATE DIF	SITE PRI TIME DIF OTH		VENDOR NAME	
	TADIMS, CENTAUR BOOSTER	THOING, CENTAUR BOOSTERS ARE INCLUDED, REVISION T TO 27-93782 DATED MAY 14, 1965 RESEQUÊNCED THE INSTALLATION OF UPPER AND LOKER DYNAMIC JUMPER UNIT THUS ENABLING BATISFACTORY PRESSURE RELIEF IN THE FUEL AND LOK LINES.	93782 DATED MAY 14, 19 ONY PRESSURE RELIEF IN	SS RESEGUENT THE FUEL A	ED THE	INSTAL	LATION OF UPP	693235
	PMEUKATIC-A/B TANK PRESS	LV-A9-D8-3E2EF DIFFERENTIAL PRESSURE SWITCH	FAR 27-08150-1	1960	FACTORY	200	YES HYDRA ELECTRIC NO 32018-1	963838
	FAILURE HODE-CONTANINA FIED RAWEE 13 D.9 PLUS (AND ALSO FROM SHOE TO SA	FAILURE MODE-CONTANINATION, DURING FINAL CHECKOUT THE BUITCH ACTUATED AT A DIFFERENTIAL PREBBURE OF 0.9 PBID. BPECI FIED RAWEE IS 0.9 PLUS OR HINUS D.3 PBID. CAUSE MAS COPROSION FROM A CLEANING RESIDUE ON THE LOX BIDE OF THE BUITCH AND ALSO FROM BWOE TO ECREW THREAD FRICTION ON THE FUEL BIDE OF THE BUITCH.	MITCH ACTUATED AT A DI- HOSION FROM A CLEANING I SIDE OF THE BMITCH.	FERENTIAL (PRESURE THE CON	9.0	9 PSID. SPECI F THE SWITCH	
	CORRECTIVE ACTION-CONFIRMED, AS OF ED A DESIGN CHANCE TO ELIMINATE THE	CONTINCE. AS OF JULY 1864 ALCONOL IS UNED FOR FINAL RINKE PER MEND DATED EADERS, BEY 7800 FROMOS TO ELIMINATE THE PRICTICAL PROBLES.	I USED POR PENAL RINKE (ANNE MONED).	Ka Ke Da	5 F	2	# 7400 PROPOS	
	MEUNATIC-A/B TANK PRESS	69AZ143-3 LGE BOILGFF VALVE	UTP-PKT 69-80200-1	611210	20 /0	7£3 60/A NO	0/A	7550
	FAILURE ACCE-LEAR EXTER CC/MIN. OF GME. REG. 15 CORRECTIVE ACTION-NOME.	FAILURE ACCELEAR EXTERNAL. DURING POST PRI VIBRATION PROOF CYCLE LEARAGE MEASURED AROUND THE BRACKET AREA VAS 990 CC/MIN. OF GME. REQ. IS ZERO LEARAGE. REF. TABK MISTORY LOG NO. 842-7-029, S/M 401-0019. Corrective action-nome.	WOOF CYCLE LEARAGE HEA LOG NO: 842-7-029; 8/N	ANI-DOLD.	77 88	ACK E 7	AREA UN 890	
	PHEUMATIC-A/B TAHK PRESS	69AZ143.4 LOE BOILOFF VALVE-SOLENDID	UTP-PR1 6P-80200-1	41217	2/9	% & &	5/0	35.25
	FAILURE MODF-OUT OF TOO OID CURRENTS EXCEEDED TO OR RELIEF MERS E-DO AND 120 DEGREES F RESPECTIVE	FAILURE MODF-OUT OF TOLERANCE. DURING PRT CRYOGENIC GAS FLOW TEST THE UNIT FAILED WHEN THE SMUTOFF AND RELIEF SOLEN OID CURRENTS EXCEDED THE REQUIRED 1.80 AMP. 293 WOC AND THE CURRENTS F. OR RELIEF MERS. 2.00 AMP. 293.8 WCC. THE COLDEST SKIN TEMPERATURES ON THE SOLENDID AND SENSOR MERS. 23 DESKREEF F. AND - 120 DECKREE F. RESPECTIVELY. REF. TASK HISTORY LOG MO. 842-7-024. S/N 401-0014.	FLOW TEST THE UNIT FA MRENTS FOR SHUTOFF MER MERATURES ON THE SOLEND RE-7-084. 8/N 401-0014.	E 2.00 AMP -	4. 340TG -255 VOC OR MERK	7 AM AM 45 83 -	RELIEF SOLEN HE CURRENTS F.	
	CORRECTIVE ACTION-WINE.	. THE REG. 1.80 AND IS CIVEN AT A TEMPERATURE OF 76 DEGREE F.	I TEMPERATURE OF 10 DEG	tac r.				
6	PHEUMATIC-A/B TANK PRESS	POLICYT VALVE ABROBLY	UTP-8LT 85-60209-881	41817	3/ 08	25 OF	J/01	:
	PAILURE MODE-STRUCTURAL ARED. MEITMER PURCTION 0	URAL, WELD FAILURE MOND AFTER COMPLETION OF AXIS I HLT VIDNATION ONEEP WHILE THUCH LEARANE OCCU- ON MEE THE RESIGN LEVEL STRUCTURAL PHIEGRITY WAS APPICTED.	ETION OF AXIB 1 BLT VII NTEGRITY VAN APPECTED.	MATION DIC	371W 43		LEARANG OCCU	
6	CONSTINC ACTION-FERF	MENTON & TEAM BOOM INDICTION, MAKE A CACAB-MECTION ETCH OF THE PAILED	A CACAB-METTON ETCH O	THE PAILE	į			
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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

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SHUTOFF VALVE 27-03108-1 641217 6D/C YES PE/COCK 990847	HEN V.LVE BUTTERFLY IS TURNED FROM OPEN TO CLOSED POSITION, A TORBUE OF 150 IN-POUNT. IN. (SPEC 25 TO BO IN-PCANDS). S/N 308-0710; T.M. NO. S. F 5022-BUT. OF PROPER TYPE OF TORBUE WAENCHES IN ACCORDANCE HITH SPEC MPS 28.19A AND MS 24.028.	.3 UTP-PRT 641218 GO/C TES GD/A 092353	URING PRI CRYGGENIC GAS PLOW TEST THE UNIT FAILED WHEN A CURRENT OF E.EDA AT 25.4 V LENDID FOR PUTTING THE UNIT IN THE RELIEF MODE, REGUINEMENT 1.80A-24 TO 29 VDC MAX. OER. 8/N 401-0013.	1.60 AMP IS GINCH AT A TEMPERATURE OF 78 DECREE F AND 18 NOT REALISTIC FOR THE -15 FORE THE 2.2 AMP. IS THE MINE REALISTIC CURPENT CAUSED BY COLL RESISTANCE CHANGE DU	.1 UTP-5LT 641E1S 60/C YES 60/C 051647	M OR TOLERANCE. DUBING PERFORMANCE OF STEP 4.7 OF THE BLT PORT VIRGATION TEST (AXIS ON THE ALLOW-BLE VALUE OF 0.8 PSIG. PEASURED VALUES HERE 0.4 AND 0.3 PSIG. THIS DOMINATED ATTRIBUTED TO EXTENSIVE TESTING OF THIS UNIT.	VALVE ABBY 59-60209-821 66/C VES 66/C - 8682000	SPECIFICATION OR TOLERANCE. DURING BLT VISRATION TEST ANIS III EXCESSIVE COME SEAL LEARAGE OCCU- NOT DETERNINED. VISRATION EXVIRONSENT OSVIQUALY CONTRIBUTED TO CONDITION. THERE WAS NO COME SEAL NATER THE VISRATION SMEEP.
	LUSE MODE-CUIT OF TOLERANCE, MHE AS REGULAED FOR LOCK TO FALL IN ECTIVE ACTION-RECOMEND USE OF P FSORE SC-E. FRR 654-2-563.	9/4	LME MODE-OUT OF TOLEBANCE, DUR IS REQUIRED TO OPERATE THE SQLE . TASK MISTORT LOG NO. 842-7-02	E. 14E 7EST, 1	75	URE HODE-OUT OF SPECIFICATION THE RESEAT PRESSURE WAS BELOW SHIFT OF RESEAT PRESSURE IS A	100	FAILUME MODE-OUT OF BPECIFICATION C MRED. THE CAUSE WAS NOT DETERHINED. LEARASE BEFORE AND AFTER THE VIRRAL
	SHUTGFF VALVE 27-09108-1 641217 60/C YES PEACOCK	STASSES MANUAL SHUTGEF VALVE E-CJT OF TOLERANCE. MHEN V.LVE BUTTERLY 18 TURNED FROM OPEN TO CLOSED POSITION, A TORBUE OF 150 IM-POUN NED FOR LOCK TO FALL IN. (SPEC 25 TO 80 IM-POUNDS). S/N 308-0710; T.M. NO. E, F 5022-3NT. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WRENCHES IN ACCORDANCE MITH SPEC MPS 28.19A AND MS 24.028. SC-E. FRR 654-2-053.	E-CUT OF TOLERANCE, WHEN V.LVE BUTTERLY 18 TURNED FROM OPEN TO CLOSED POSITION, A TORBUE OF 150 IM-POUN NED FOR LOCK TO FALL IN. (SPEC 25 TO BO IM-PCUNDS). S/N 308-0710; T.M. NO. E, F 5022-3MT. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WRENCHES IN ACCORDANCE HITM SPEC MPS 28.19A AND MS 24.028. SC-E. FRR 654-2-053. LOC BOHLOFF VALVE-SOLENDID 60-60200-1	STASSES HANNAL SHUTGET VALVE E-CUT OF TOLERANCE. WHEN V.LVE BUTTERFLY IS TURNED FROM OPEN TO CLOSED POSITION, A TORBUE OF 150 IN-POUN ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENCHES IN ACCORDANCE MITH SPEC MPS 26.194 AND MS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENCHES IN ACCORDANCE MITH SPEC MPS 26.194 AND MS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENCHES IN ACCORDANCE MITH SPEC MPS 26.194 AND MS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENCHES IN ACCORDANCE MITH SPEC MPS 26.194 AND MS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENCHES IN ACCORDANCE MITH SPEC MPS 26.194 AND MS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WENT FAILED WHEN A CURRENT OF 2.204 AT 25.4 V RED TO OPERATE THE SALENOID FOR PUTTING THE UNIT FAILED WHEN A CURRENT GF 2.204 AT 25.4 V ISTORY LOS NO. 642-7-022. B/M 401-0013.	HANNAL SHUTGEF VALVE 17-03108-1 E-CJT OF TOLERANCE. WHEN V.LVE BUTTERFLY IS TURNED FROM OPEN TO CLOSED POSITION, A TORGUE OF 150 IM-POUN AED FOR LOCK TO FALL IN. (SPEC 25 TO 90 IM-POUND). B/N 306-0730; T.H. NO. 5; F 502E-BAT. ACTION-RECOMEND USE OF PROPER TYPE OF TORGUE WARNCHES IN ACCORDANCE MITH SPEC MP 26.19A AND NS 24.02B. SC-E. FRR 634-2-953. 69A2145.3 LOE BOILOFF VALVE-SOLENDID 69-80E00-1 69-80E00-1 69-80E00-1 69-80E00-1 69-80E00-1 69-80E00-1 69-80E00-1 1STORT LOF NO. 682-7-0ER. B/N 401-0013. ACTION-NOME. THE REG. 1.80 ANP 13 61VEN AT A TEMPERATURE OF 78 DECARE F AND 18 NOT REALISTIC FOR THE -13 PPERATURE.	STATEMENT SHORT YALVE 27-03108-1 60/C YES PERCORN MANUAL SHUTOFF VALVE 27-03108-1 10 91217 60/C YES PERCORN AND FOR LOCK TO FALL IN. (SPEC 25 TO 80 IN-PCAMDS). 8/N 308-07101, T.H. NO. E, F 3022-3HT. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE MEDICHES IN ACCORDINGE 917H SPEC NP 26.19A AND NS 24.02B. SC-E. FRR 634-2-053. 6-021 OF TOLENAKE. DUBING PRY CRYOCENIC 648 PLOW YEST THE UNIT FAILED WENN A CURRENT OF 2.20A AT 29.4 V RED TO OFERATE THE 93LENDID FOR PUTTING THE UNIT THE RELIEF MODE. REQUIREMENT 1.80A-24 TO 29 NDC MAX. 13TORY LOS NO. 462-7-02E. 8/N 401-0013. ACTION-NOME. THE RES. 1.80 AND 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE. 605317-1 FRES. 1.80 AND 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE. 605317-1 FRES. 1.80 AND 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE. 605317-1 FRES. THERES. 2.2 AND. 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE. 605317-1 FRES. THERES. 2.2 AND. 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE. 605317-1 FRES. THERES. 2.2 AND. 15 THE WIRE REALISTIC CURRENT CAUSED BY COLL RESISTANCE CHAMSE DUBERATURE.	THE STATE OF TOLERANCE, WHICH VILLE BUTTERLY 18 TURNED FROM OPEN TO CLOSED POSITION, A TORBUE OF 150 IN-POON ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCHES IN ACCORDANCE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCHES IN ACCORDANCE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCHES IN ACCORDANCE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCHES IN ACCORDANCE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCHES IN ACCORDANCE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WHENCH SITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF TORBUE WITH SPEC MP 26.150 AND NS 24.028. ACTION-RECOMEND USE OF PROPER TYPE OF THE STATE OF THE STATE CAMBED USE OF THE STATE	TETATOR MANNAL BRUTOFF VALVE 27-03104-1 ALTO FOLERAME. WERN V.LYE BUTTERIX 13 TURNED FROM OTH TO CLOSED POSITION. A TORBUE OF 150 TH-FOUND ACTION-RECOMEDOUSE OF PROPER TYPE OF TORBUE MARCHES IN ACCORDANCE WITH SPEC MP 20-150 AND MS 24-028. ACTION-RECOMEDOUSE OF PROPER TYPE OF TORBUE MARCHES IN ACCORDANCE WITH SPEC MP 20-150 AND MS 24-028. ACTION-RECOMEDOUSE OF PROPER TYPE OF TORBUE MARCHES IN ACCORDANCE WITH SPEC MP 20-150 AND MS 24-028. ACTION-RECOMEDOUSE OF PROPER TYPE OF TORBUE MARCHES IN ACCORDANCE WITH SPEC MP 20-150 AND MS 24-028. ACTION-RECOMEDOUS OF PROPER TYPE OF TORBUE MARCHES IN ACCORDANCE WITH SPEC MP 20-150 AND MS 24-028. ACTION-ROOS TOLERANCE DURING PRI AT A TORPORANTE OF TORBUE MARCHES AND 15 MOT RELISTING COMPANY. ACTION-MONE. THE RES. 1-40 AND 15 STUDIO TORBUE MARCHES AND 15 MOT RESISTANCE CHANGE DURING MS ACTIVITIES OF THE SALE MAY AND 15 MOT RESISTANCE CHANGE DURING MS ACTIVITIES OF THE SALE MAY AND 15 MOT RESISTANCE CHANGE DURING MS ACTIVITIES OF THE SALE MS 10-15 POILS THE SALE MS 21-15 THE SALE MS

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STSTER SUB-STSTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE STTE	PRI VENDOR MANE OTH VENDOR PART NO	2
FNEUMATIC-A/B	GO/A-BHZ64-D43/P6-LO-03-DAC4 LOX 7ANK RELIEF VALVE	rien.	1460	4 00 T	7E8 140	101101
FAILURE MODE-FAIL TO CEASE CPERATION UED VEHTING FROM 160 SECONDS ON. MOST N A PARTIALLY OFEN POSITION.	TO CEASE CPERATION AT PRESCRIBED TIME, LOX TANK RELIEF VALVE FAILED AS SECHOS ON, MOST PROBABLE CAUSE IS CONSIDERED TO BE PREEZING OF A POSITION.	LOX TAMK RELIEF VAL!	E FAILED TO	J RESEAT (JEBER BELL	RELIEF VALVE FAILED TO RESEAT PROPERLY AND LOWITH TO BE FREEZING OF A RUBBER BELLONS IN THE VALVE I	ž m
SYSTEM EFFECT-NONE	STSTEM EFFECT-MOME, LOK TANK PRESSURE WAS SUFFICIENT DURING POMEPED FLIGHT.	THE POLEPED FLICHT.				
WEMICLE EFFECT-NON	VENTCLE EFFECT-NOME. THE SMALL COUNTERCLOCKNISE ROLL ACCELERATION IMPARTED TO THE VEHICLE WAS NOT DETRINENTAL TO TH FLIGHT.	ELERATION IMPARTED TO	THE VEHIC	.C MAS HO!	DETRINENTAL TO	Į.
CORRECTIVE ACTION.	NOME. REFERENCE-PROBLEM MUMBER S OF PLIGHT PROBLEM REPORT 664-5-61-1.	SENT PREBLEM REPORT	164-5-63-1.			
PNEUHATIC-A/B TANK PRESS	683417 POLLOFF VALUE ASSY	UTP-PRT 95-80209-821	602176	3/09	OH 3/09 83/	*1030
FAILURE MODE-OUT O	F TOLENANCE, DURING SCTH HE), THE CAUSE	pri vibration axis III ine come seal learage rates here out of toleramee 10.0 Was vibration.	CAKAGE RATE	S VERE OUT	OF TOLEHANCE (
CORRECTIVE ACTION-	NO FORMAL CORRECTIVE ACTION, OBSERVE PENFORMANCE THRU TESTING AND MARE TEAR DOLM INSPECTION AFTER	ENFCRMANCE THRU TEST	IR AND HAR	E TEAR DO	M INSPECTION AF	
PHEUMATIC-A/B TANK PRESS	69A3117.E BOILOFF VALVE ASSEMBLY	UTP-PRT 35-80209-821	94150	5/ 9	YES 40/A NO	9310
FAILURE MODE-OUT O D 0.60+0.03-0.00 IN FAILURE MAS ASSUMED THE SAFETT MIRE	FAILURE HODE-OUT OF TOLERANCE, DURING POST CRYCKENIC GAS FLOW TEST, THE BELLOMS STROKE BECAME LESS THAN THE RESUIRE D 0.60+0.05-0.00 INCHES, THE SAFETY HIRE AT COME LOCKNUT BROKE AND THE ENTIRE COME ASSY UNSCRENED 135 DEGREES. THIS FAILURE HAS ASSUMED TO BE CAUSED BY NOT TESMIENTHM THE LOCKNUT BUFFICENTLY SO THAT LOAD WAS FARTIALLY TRANSFERRED TO THE SAFETY MARE	S FLOW TEST, THE BELLY BROKE AND THE ENTIRE EXHAUT BUTFICENTLY BO	CONE ASST THAT LOAD	BECAME LES UNSCRENED MAS PARTIL	TEST, THE BELLOWS STROKE BECAME LESS THAN THE REQUIRE AND THE ENTIRE COME ASSY UNSCRENED 135 DEGREES. THIS BUFFICENTLY BO THAT LOAD WAS PARTIALLY TANKSFERED TO	₩ . O
CORRECTIVE ACTION-	CHANGE EOP 310.7 TO SPECIFICALLY TIGHTEN LOCK NUT TO 60-80 FOOT POUNDS TORBUE.	TEN LOCK NUT TO 60-80	FOOT FOUND	TORBUE.		-
PMEUMATIC-A/B TAMK PRESS	6943417.2 BOILGFF VALVE ABBÉMBLY FOLEHOID	UIP-PRT 95-00209-021	641207	5/0 3	YES 60/C NO	
PAILURE MODE-OUT O	PAILURE MODE-OUT OF TOLERANCE, DURING CRYOGENIC SAB FLOW TEST AFTER PRESSURE PROOF CYCLE, THE SOLEMOID CURRENT WAS	A TEST APTER PRESSURE	PROOF CYCL	1, THE BO	EMBID CURRENT W	
P.15 AMPS. THE MAXIMUM ALLOMBLE 18 1.6 AMP	e.15 appe. The maximum allomble 10 1.6 ampe. This War caused by the cryosenic temperatures lowering the coil resist	IUSED BY THE CRYCLENIC	TEMERATE	HES LOKER	ME THE COIL RES	

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		DIFFICIAL TITE REVIEW-PREUMATIC	MATIC BYSTEN-AIRBORNE	¥		
# # # # # # # # # # # # # # # # # # #	*	TEST/REPORT NUMBER FALED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	VEHICLE SITE PRE VENDOR NAME DATE DEP VINE DEP OTH VENDOR PART NO	
CORRECTIVE ACTO	ON-DESIGN CRO	CORRECTIVE ACTION-DESIGN GROUP TO PROCESS A DRAWING CHANGE TO CLARIFY TEMPATURE REQUIREMENTS FOR SOLENOID CURRENT DAIN.	TO CLARIFY TEMPATUR	E REGULACIONES FO	R SOLEMOID CURRENT &	681091
PNEUMATIC-A/B	100	69A3417.1 BOILOFF VALVE ASSEMBLY SOLENOID	UTP-PRT 55-80208-681	641204 CD/C	YES 60/C	6888 70
FAILURE MODE-OUT OF		FAILURE MODE-OUT OF TOLERANCE. SOLENDID CURRENT WAS E.E AMP AT 25.8 VOLTS DC. ALLOWABLE VALUE IS 1.8 AMPS. CRACKING Pressure rose to 11.35 psig from an allowable 11.0 psig. cause was high current due to low solenoid temperature.	AT 25.8 VOLTS DC. USE NAS HIGH CURREN	ALLOWABLE VALUE I	ES.8 VOLTS DC. ALLOMABLE VALUE IS 1.8 AMPS. CRACKING WAS HIGH CURRENT DUE TO LOW SOLENOID TEMPERATURE.	
CORRECTIVE ACTION-DESIGN GROUP TO MEPARE DRAIN AND FULL FLOW PRESSURE REAUINDIENTS.	ON-DESIGN GROF	CORRECTIVE ACTION-DESIGN GROUP TO WREPARE A GRANING CHANGE TO CLARIFY TEMPERATURE REBUIREMENTS FOR BOLENOID CURRENT Drain and fill flow pressure resultements.	TO CLARIFY TEMPERAT	URE REBUIREMENTO	POR BOLENOID CURRENT	
PACUMATIC-A/B TANK PRESS	LOE	GPART43.3 LOE BOILGFF VALVE	'JTP-PAT 69-80200-1	41189 60/C	YE8 40/A NO	186240
FAILURE MODE-EXTERNAL LEAK, DURING .03 SCFM MAX. REF. TASK HISTORY LOG	~	MAL LEAK. CURING THE PAT VIBRATION 1EST THE UNIT HAD LEAKAGE OF 0.05 TO 0.075 BCFM GME. REG. IS D Task history log no. 842-7-014. B/H 401-0013.	HE UNIT HAD LEARAGE 013.	OF 0.05 TO 0.073	ACPN GNE. REG. 13 D	
CORRECTIVE ACTI	ON-COME AND SI	CORRECTIVE ACTION-COME AND SEAL ASSEMBLY P/N ET-80750-ET REJECTED AND REPLACED WITH A NEW PART, POST PLIGHT TEST PR LY CYCLE TO BE REPEATED TO DETERMINE IF OUT OF TOLERANCE CONDITION STILL EXISTS.	REJECTED AND REPLACED W	MITH A NEW PART. B.	POST PLIENT 7EST PR	
PHEUMATIC-A/B TANK PRESS	307 769	GOARIASUS LOR BOILOFF VALVE	U7P-P8 T	6411 8 3 60/C	YE& 60/A NO	9.52.00
FAILURE MODE-EXTER	LTERNAL LEAK. I KFH MAK, REF.	FAILUKE MODE-EKTERNAL LEAK. DURING INITIAL PROOF CYCLE THE UNIT MAD AN EKCESSIVE LEAKAGE RATE OF 0.0338 SCFM OF GAR REG. 18 0.03 SCFM MAK. REF. TASK MISTORY LOG. NO. 662-7-015. 8/M 401-0013.	UNIT MAD AN EXCESS! 8. 8/M 401-D013.	WE LEARAGE RATE O	F 0.0338 SCFH OF GAR	
CORNECTIVE ACTION-	ON-TEST CONTINUED.	MUED.				
PHEUMATIC-A/B TANK PRESS	A1-1	A1-4MO-02-300 B0!L-OFF VALVE	COMPOSET TE-FRO/DPL	3000 AB	33	308660
FAILURE MODE-PREMA ENGINE BTART TANKA	ENATURE OPERATIONS PRESSURES	FAILURE MODE-PREMATURE CPERATION. THE BOIL-OFF VALVE OPERATED DURING FUEL LOAD DUE TO IMPROPEA COMPIGURATION OF ENGINE BTART TANKS PRESSURIZE POLENOID.	ED DUFFING FUEL LOAD	DUE TO IMPROPER	COMPINANTION OF THE	
BYBICH EFFECT-NOME.	OK.					

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CORRECTIVE ACTION-STOVEM POMER NAS CYCLED TO DE-EMERGIZE THE GOLENOID.

WENICLE EFFECT-COMPOSITE DELAY.

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!	DIFFICULTIES REVIEW-PREUMATIC STREM-AIRBORNE	MATIC BYSTEN-AIRBOR	¥				
BYBICH BUD-SYBICH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VENTCLE DATE DIF	917E	# 0 # 2	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
PVEUMATIC-A/B TAME PRESS	69-1417 BOLLOFF VALVE ASSEMBLY	UTP-PET 35-80208-881		3/03	763 6970	60/C	
FAILURE MODE-OUT OF TOLE +0.05 INCHES DURING LAT (FAILURE MODE-OUT OF TOLFRANCE. THE BOILOFF VALVE BELLOMS STROKE IN ZOME CS AREA EXCEEDED THE TOLERANCE OF O.09 INCHES DURING LAT PROOF CYCLE, OTHER PERFORMANCE HAS SATISFACTORY.	ROKE IN ZOME CE ARE. IATISFACTORY.	EXCEEDED	THE 10.	ERANCI	00.0-00-0 I	
CORRECTIVE ACTION-NO POR DESIGN.	CORECTIVE ACTION-NO FORMAL CORRECTIVE ACTION 18 RECOMMENDED. THE PROPER INSPECTION PERSONNEL ARE TO BE NOTIFIED BY DESIGN.	D. THE PROPER INDIES	1108 PER	OMEL AR	7	BE NOTIFIED BY	
PAEUMATIC-A/B TANK PRESS	6943692 LON TANK PRESSUME MELIEF VALVE	UTP-PET 27-06:03-19	971176	3/ 3	ž č	YES MADLEY NO 10325-15	990941
FAILURE MODE-OUT OF TOLI INIMUM ALLOMABLE OF 38-1	FAILURE WOE-OUT OF TOLERANCE, DURING POOT LIFE PROOF CYCLE, THE YALVINNAM ALLOWARLE OF 38-1 PSIG. REF. B/N 408-1045, T.M. NO.1, LOT NO.3.	CYCLE, THE YALVE REBEATED AT 31.8 PBIG, WHICH MAS BELOW THE M No.1, Lot No.3.	AT 35.0	P116. ¥	5	AS BELOW THE M	
CORRECTIVE ACTION- THE AL	ANDMALY COULD NOT BE REPEATED.						
PHEUMATIC-A/B TANK PRESS	GC/ZZH64-D41-D41033-/L4-7HD-01-71 COHPOSITE-FRD/DPL 03 AIFBOTHE HELIUM BOTTLES	COMPOST TE-FRO/DML	7105 641113	7.	5 5		dee13
FAILURE MODE-OUT OF TOLI	FAILURE MODE-OUT OF TOLERANCE. UNUSUAL AFRBORNE MELIUM BOTTLE PRESSURE TREND RESULTED FROM CHILLING THE BOTTLES FAB Er tham they are being charged, melium Load Value (HB) biayed open during this deviation.	'LE PRESSURE TREND RESULTED FROM TD OPEN DURING THIS DEVIATION.	ISULTED FR	1 CM CM LT	#	HE BOTTLES FAB	
SYSTEM EFFECT-ERRATIC OF E MINUTE DEVIATION.	OPTRATION. MELIUM BOTTLE PREBURES DECAYED FROM BOSO PSIS TO 2960 AND THEN RECOVERED AFTER	CAYED FROM 3030 PB1	TO 2960	AND THEN	EC 00	WERED AFTER A	
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NOME.							
PHEUNATIC-A/B TANK PRESS	NZ-A9-06-3218F SCLENDID VALVE, POPPET	FAH 27-60768-1	2960 41113	FACTORY	2 2		163500
FAILURE MODE-EXTERNAL 15 BLE LERKAGE 18 11 BCIN, 4	EAKAPE. LEAKED 30 SCIM CUT VENT PORT AT 8 PSIS MPEN VALVE IS IN THE MUTOFF POSITION. ALLOMA POPPET HAS BENT AND POPPET SEATS MERE WORN AND SCRATCHED. EXACT CAUSE OF PAILUME NOT KNOWN.	VENT PORT AT 8 PSIG MAEN VALVE IS IN THE MUTOFF POSITION. ALLON BEATS WERE WORN AND SCRATCHED, EXACT CAUSE OF FAILURE NOT KNOWN.	E 18 1N T	HE MUTO	23	SITION. ALLOMA	
							_ .
CONFICTIVE ACTION-PAILUN CONFONENTS FOR THE PIVE N	CORRECTIVE ACTION-PAILURE HOT CONFIRMED, PAR MAS DISTRIBUTED TO INTERESTED PERSONNEL. PURTHER AMALYBIS MAINERD COMPONENTS FOR THE PIVE HING-ZEUS HISSILES, UNLESS FURTHER JUSTIFIED.	D TO INTERESTED PER UNTIFIED.	J. 13860	R THER AN	ALVOI	B MAIVERED OF	
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GENERAL BYNAMICS CONVAIR DIVIBION

15 JUN 1986

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	3737EM 3U8-3737EM	TEST/REPORT HUNGER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E		PRI VENDOR NAME OTH VENDOR PAPT NO	_
-	PHEUMATIC-A/B TAIR PRESS	69FE143-4 USE BOTLOFF VALVE	UTPPAT	41113	5/ 3	ភូទ	60/A	•
	FAILURE MODE-EXTERNAL L D. EXCESSIVE LEARAGE CCC EN 160 TO 24D SCIN. REF.	FAILURE MODE-EXTERNAL LEAK. DURING PRI VIBRATION SWEEP THE UNITS LEAKAGE RATE MAS GREATER THAN THE D.03 SCFM ALLOME. 1. Ekcessiye Leakage cecumred at a vibration frequency between 180 to 180 cps when the leakage rate of GAB was betwe 1m 180 to 240 scim. Ref. Task mistory Log NO. 882-7-DO3. B/M 4D1-DD14.	E UNITS LEARAGE RATE NEEN 180 TO 180 CPS 1 /N 401-0014,	MAB CREATI	ER THAN TE	# # 9 9	DS SCPH ALLONE CHE MAS BETME	
	CORRECTIVE ACTION-TEST CONTINUED.	CORTINUED.						
-	PHELMATIC-A/B TAIM PRESS	8913417.1 BOLLOFF VALVE ASSY COMMECTOR	UTP-PR1 59-80209-821	941106	3/ 9 3	F 5	50/C BANE	098019
	FAILURE MODE-STRUCTURAL GRSIBLE LOOSE SCLENDID (B.	FAILURE MODE-STRUCTURAL. COMMECTOR ADAPTER WAS LOOSE DURING EXAMINATION OF PRODUCT. POOR MORRNANSHIP WAS EVIDENT. P OBSIBLE LOOSE SOLENDID COIL TO BE INVESTIGATED BECAUSE PART NO. 1 PAILED DURING BLT DUE TO BROKEN BOLENDID LEAD WIRE S.	NG EXAMINATION OF PRI T NO. 1 FAILED DURIN	2017. POOR	R MORKMAN TO BROKEN	MIP BOLE	MAS EVIDENT. P WOLD LEAD WIRE	
	CORRECTIVE ACTION-THE SOLEMOID VENDORS EYED AND THOSE MITH LOOSE ADAPTERS NERE	CORRECTIVE ACTION-THE SOLENDED VENDORS DRAWINGS AND SHOP PRACTICE WAS REVIEWED. ALL SIMILAR PARTS ON MAND WERE SURV TED AND THOSE MITH LOOSE ADAPTERS WERE REMOVED AND SCRAPPED.	PRACTICE WAS NEVIEWED). ALL 81M	ILAR PART	8	AND KRE SURV	
-	PHEUMATIC-A/B TANK PRESS	69A21A3.3 LOC BOTLOFF VALVE-: OLENDID CONNECT 69-80200-1	UTP-PRT CT 69-60200-1	641103	5/ 3	763 63/A	A/03	****
	FAILURE HODE-OUT OF SPE SE THE ELECTRICAL COMMES BE TIGHT BECAUSE OF A PR	FAILURE MODE-OUT OF SPECIFICATION. DURING INITIAL EXAMINATION OF PRODUCT THE UNIT MES CLASSIFIED AS A FAILURE BECAU SE THE ELECIFICAL CONNECTOR FOR SOLENDID A MES SLEWILY LOOSE IN 118 MOUSING, IT WAS DECIDED THAT THE SOLENCID MUST BE TIGHT BECAUSE OF A PREVIOUS FAILURE ON ANITHER UNIT, REF. TASK HISTORY LOG ND. 662-7-DOI. S/N 401-DOIS.	TION OF PRODUCT THE ONE IN 118 MOUSING.	UNIT WES CLASSIFIED AS A FAILURE IT WAS DECIDED THAT THE SOLENCID NO. 868-7-001. 8/N 401-0013.	LASSIFIED 10ED THAT 001. B/N	AS A 175 601-0-10-1	FAILURE BECAU BOLENCID MUST 313.	
	CORRECTIVE ACTION-DESIGN E HOUSING SINCE THE LOOSE	SIGN CROUP MILL INVESTIGATE THE VENDORS DETAIL PRINTS AND PROCESSES OF SECURING THIS COIL IN TH COSE ADAPTER IS UNDESIRABLE. ALSO RECOMEND SURVEY INSTRUCTION FOR UNITS ALREADY DELIVERED.	AS DETAIL PRINTS AND CHECKET INSTRU	PROCESSES	OF SECUR	<u> </u>	HIS COIL IN TH DELIVERED.	
	PHEUMATIC-A/B TAIM PRESS	NZ-89-3218F BOILOFF VALVE BOLENDID	FAR 27-80750-811	298D 641027	FACTORY	i e		 -
	FAILURE MODE-EXTERNAL L M. ALLOMABLE IS 34 SCIM. LATE MELDED TO THE 27-80	FAILURE MODE-EXTERNAL LEANAGE. LEARAGE OF GASEOUS NITROCEN OUT OF THE 87-80788-1 SOLEMOID VALVE AT RATE OF 57.3 SCI M. ALCOMABLE 15 54 SCIM. CAUSE MAS MORN AND DAMAGED POPPET SEAT. REASON FOR DAMAGE UMRNOUM. LEARAGE PAST THE COVER P LATE MELDED TO THE 57-8078-9 BOSS AND ELECTRICAL COMMETTON. CAUSE WAS LACK OF MELD PENETRATION AND AN UNDERSITED S FOR IN THE DATE ALABEME SAFET MEAN METR. FRAM AND APEN ADMINITURE WAS LACK OF MELD PENETRATION AND AN UNDERSITED S	N CUT OF THE ET-BOTGE BEAT. REASON FOR DAI ON. CAUSE WAS LACK OF	1-1 BOLENO! LAGE UNKNO! VELD PEN	O VALVE .	224	IE OF ST.3 SCI BT THE COVER P WENDERBIZED B	
			Members of the second	}	5	! E	. 4767.	

COMECTIVE ACTION-PAILURE CONFIRMED. INTERESTED PERSONNEL MEAE NOTIFIED OF THIS ANALYSIS. DUE TO A PREVIOUS ANALYSIS

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CENERAL DYNAMICS CONVAIR DIVISION

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	87.97EX 308-808	TEST/KEPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E	PRI	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART MO	
<u></u>	5, FAR N2-A9-06-3219F, (F, OF 27-50768-1, AMY FUTURE FAILURE ANALYSIS WAS WAIVED, UNLESS JUSTIFIED. SINCE THE 27-80750 BE MCDIFIED TO A 27-82401 VALVE FURTHER FAILURE ANALYSIS WAS NOT RECOMMENDED TO THE AIR FORCE.	AMALYSIS WAS WAIVED, I	JALESS JUST	IFIED. B	10 TH	IME 27-80750 E E AIR FORCE.	***************************************
1 6 5	PREUMATIC-A/B TANK PRESS	69FPO20.3 RELIEF VALVE	UTP-PRT UTP-8LT 27-08104-9	641016	5/ 9	7ES 6	TES B.H.HADLET NO 10526-9	31718
	FAILURE MODE-OUT OF TON UT PRI, VALVE RELIEVED I PR (X-AXIS) THE VALVE RE	FAILURE MODE-OUT OF TOLERANCE, PRIZALT RANDONZSINE (1) PRI-CONSISTENT OUT-OF-TOLERANCE CONDITIONS OCCURRED THROUGHO UT PRI, VALVE RELIEVED IN THE 8 TO 10 CPS FREQUENCY RANGE (X-AXIS). (E) SLT-DURING LOW FREQUENCY VIBRATION 8 TO 10 C PR (X-AXIS) THE VALVE RELIEVED AND STAYED OPEN UNTIL VIBRATION WAS STOPPED.	(1) PRT-CONSISTENT OUT-OF-TOLERANCE CONDITIONS OCCURRED RANKE (X-AXIS). (2) SLT-DURING LOW PREQUENCY VIBRATION OF VIBRATION WAS STOPPED.	TOLERANCE CO	OND 11 TON	D OCCI	WARED THROUGHO	
	CORRECTIVE ACTION-BOOS	CORRECTIVE ACTION-BOOSTER CHECKOUT TOLERANTES ARE TO BE WIDENED. (ECP 7801). FAR 654-2-420, FAR 654-2-424, ECP 7601	WIDENED. (ECP 7801). 1	TAR 654-2:4	EO. FRR (834-E-	-424, ECP 7801	
10 -	PNELWATIC-A/B TANK PRESS	PE1-TP-1-5479.1 C RELIEF VALVE	UTP-PET 27-08104-9	641016	J/93	YES B	YES B.H.MADLEY	991714
	FAILURE MOE-OUT OF TOLERAME. (LOW LINIT 66.9 P316). (2) ALL . FPR 3120, LOT 1 (3/N 307-0/20.	TOLERAME. (1) STATIC CRACK AND RESEAT PRES. WAS BELOW THE LOWER LIMIT BETHEEM D.2 AND D.5 PSIG.)). (2) ALL PHASES OF EXTERNAL LEAKAGE WAS EXCEEDED. LEAKAGE WAS AUDIBLE FROM THE PRIMARY POPPET TH 307-0520.	AT PRES, WAS BELOW THE E MAS EXCEEDED, LEARAL	C LONER LIM	IT BETWEI	EN 0.2	PRIMARY POPET	
1	CORRECTIVE ACTION-BOOK	CORRECTIVE ACTION-BOOSTER CHECKOUT TOLERANCES MILL BE WI	WIDENED. FRR 634-E-225.					
E F	PACURATIC-A/D TANK PKESS	LV-98-08-3220F DIFFERENTIAL PRESSURE TRANSDUCER	FAR R 27-08109-1	2860 641001	a 1	7 T O	CRESCENT ENGIN EERING B9-5001	•• > 5 2 5
	FAILURE MODE-OUT OF SPECIFICATION. CE FAILURE MAS NOT COMFIRMED IT MAS ES CANNET DE ADEQUATELY COMPENSATED	FAILUKE MODE-OUT OF SPECIFICATION. UNIT MAD LOM ELECTRICAL OUTPUT, REPLACEMENT PART EDMIBITED THE BANE PROBLEM. SIN CE FAILURE MAS NOT CONFIRMED IT MAS CONCLUDED THAI TRANSDUCER IS NOT COMPATIBLE WITH THE SYSTEM. TRANSDUCER TOLERANC ES CAMMOT BE ADEBUATELY COMPENSATED FOR BY THE SYSTEM.	UNIT HAD LOW ELECTRICAL OUTPUT, REPLACEMENT PART EXHIBITED THE BANE PROBLEH, SIN CONCLUGED THAT TRANSDUCER IS NOT COMPATIBLE WITH THE STSTEN. TRANSDUCER TOLERANC FOR BY THE SYDTEM,	PART CONTI	878TEN TH	E BANE TRANSC	: PROBLEH. BIH SUCER TOLERANC	
	CORECTIVE ACTION-FAILL 18 PROGRAM MAS COMPLETE LOW GREATER TOLERANCES	CORECTIVE ACTION-FAILURE NOT CONFIRMED. DESIGN GROUP DECIDED TO ELIMINATE THE TRANSDUCEP. SINCE PROCUREMENT FOR TH 18 PROGRAM MAS COMPLETE IT WAS NOT ECONOMICALLY JUSTIFIABLE. CALIBRATION PROCEDURES WERE CHANGED AT ETR AND WIR TO A LLON GREATER TOLERANCES TO COMPENSATE FOR TRANSDUCER INADERUACIES.	CIDED TO ELIMINATE THE LC. CALIBRATION PROCED ENUNCIES.	TRANSDUCEI	P. SINCE	PB0C1	AEMENT FOR THE TO A	
E =	PNEUMATIC-A/B TAME PRESS	6943704.1 HELIUM CHANGEOVER VALVE	UTP-PRT E7-D0110-17	10017	3/03	20	7E8 ROBERT3HAN-FUL. NO TON 1096-27081	
~	FAILURE MODE-OUT OF TOL DECREES F WITH BOOD PRIC TO MINIMUM WOLIAGE UFF	TOLERANCE, DURING POST PRIOF CYCLE THE PRESSURE DROP ACROSS TYT VALVE AT 1.0 LBS/BEC: -300 PSIS ME MS IS TO 81 PSID. ALLOMBLE PRESSURE DROP IS IS PSID. VALVE DID NOT OFEN TO SAXIMUM PLE CF? VOLTS) AND MAXIMUM LINE RESISTANCE (8:10 OAKS). NEF. 407-9965 T.N. 90, 8 AND NO. 3.	PACESUME DROP 18 18 PE I (8.10 CAME). NEF. 40	CROSS TYT 1 10. VALVE 6 7-0963 T.N.	VALVE AT	1.0		
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GENERAL DYNAMICS CONVAIR DIVISION

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300 100 81	DIFFICULTIES REVIEW-PHEUMATIC STRIEM-AIRBORNE	MATIC SYSTEM-AIRSON	¥				
8757EH 8.6-3757EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	OFF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 719E 01F	PRI YENDOR NAME OTH YENDOR PART	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-MONE.	PET. FPR NR P-433037 AND FRR NO. PPRF433087.						396365
		FAR E7-04104-3	3530 /	FACTORY	NO HABLEY NO 18526-5		99096
FAILURE MOSC-CONTANIMATI E RIMBER MAS ROCKETBINE M	FAILURE MOSE-CONTABINATION, SUSPECTED RUBBER CONTABINATION, RUBBER PARTICLES MERE FOUND IN THIS VALVE. RIBBER MAS ROCKETDINE HEAT EXCHANGER. THIS IS A BECONDARY FAILURE.	RUBBER PARTICLES W FAILURE.	ERE FOUND 1	W CIMT M	ILVE. NOUNCE OF	# #	
CORECTIVE ACTION-THIS A	CORRECTIVE ACTION-THIS AMALYSIS HAS BEEN DISSENTMATED TO APPROPRIATE CO/C DEPARTMENTS. NO OTHER BY CO/C SINCE THIS IS A SECONDARY FAILURE.	PROPRIATE CO/C DEPA	ATHENTS. M	OTHER A	ACTION WILL BE TAKE	BE TAKE	
PACINATIC-A/B TANK PRESS	LV-90-06-3209F LOX TANK PRESSURE MELIEF VALVE	FAR 27-06103-15	3530 640915	FACTORY	NO MADLEY NO 10529-15	•1	995091
FAILURE MODE-CONTAMINATION. RUBBER MAS ROCKETDYNE HEAT	FAILURE MODE-CONTAMINATION. SUSPECTED RUBBER CONTAMINATION. RUBBER PRÄTICLES MERE FOUND IN 7HIS VALVE. SOURCEOF THE Rubber has rocketöyne heat exchancer. This is a becombary Pailure.	RUBBER PRATICLES W AILURE.	ERE FOUND 1	N 2515 N	ILVE. BOURCE	#0# 7#	
CORRECTIVE ACTION-THIS A	CORRECTIVE ACTION-THIS ANALYSIS HAS BEEN DISSENTANTED TO APPROPRIATE GD/C DEPARTMENTS. 1 BY GO/C SINCE THIS IS A SECONDARY FAILURE.	PROPRIATE 60/C DEPA		NO OTHER A	ACTION WILL BE TAKE	DE TAKE	
PREUMATIC-A/B TANK PRESS	I.V-90-08-3209F PRESSURE REGULATOR-LOX	FAR ET-08E43-ET	3930 640915	PACTORY	NO HABLEY VES 10704-43	2	9
FAILURE MODE-CONTANINATION. E RUBBER INS ROCKETDYNE MEAT	amination. Buspected Rubber Contamination. Rubber Particles were found in this valve. Source of the Toyne heat exchanger. This is a becompary failure.	RUBGER PARTICLES W FAILURE.	ERE FOUND	N THE N	ALYE. BOUNCE	д В Н	
CORRECTIVE ACTION-THIS AS N BT 60/C SINCE THIS IS A	AMILYSIS HAS BEEN DISSEMINATED TO APPROPRIATE 62/C DEPARTHENTS. HO OTHER ACTION WILL BE TAKE A RECONDARY FAILURE.	PROPILATE 60/C DEPA	RTHENTS. IN	OTHER A	TION WILL	DE TAKE	
PHEUMATIC-A/B TANK PRESS	LV-90-D8-3207F HELIUM CHANGE OVER VALVE	FAR E7-06118-11	3930	PACTORY	NO NOBERTHMA NO TON 1004-2201	MODERTONAN PUL. TON 1000-2001	
FALLURE MODE-CONTAMBIANTS E RUDDER LAS RECRETORME M	FAILUNE MODE-CONTANTNATION. BUSPECTED RUBBER CONTANTNATION. RUBBER PARTICLES NERE FOUND IN THIS VALME. SOUNCE OF E RUBBER NAS RECAETSTWE MEAT EXCHANGER. THIS IS A SECONDARY PAILUME.	RUBBES PARTICLES W Pailure.	CRE FOUND	N THIS N	11 M. BOUR	ጅ 8	
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GENERAL DYNAMICS

	01471CUL71E	REVIEWEUMA	OIFFICH THE BEYNEY-PRECERTIC BYBIEZ-AIDBOAM	¥				
87878 SUB- 87476#	TEST/REPORT HUNGER		DIF DATA BOURCE PART HUMBER	VEMICLE DATE DIF	11 E 01F	25	VEHICLE BITE PAT VENDOR NAME DATE DIF THE DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-TO N BY GD/C SINCE THIS	CORECTIVE ACTION-THIS ANALYSIS MAS BEEN DISSENTINATED TO APPROPRIATE GOVE DEPARTMENTS. NO OTHER ACTION WILL SE TAKE IS \$60.0 SINCE THIS IS A SECONDARY PAILURE.	THATED TO APPR	CORTATE GOVE DEPA	NTHENTS:	O OTHER	AC110	N WILL BE TAKE	6.00
PMEUMATIC-A/B TANK PRESS	LV-90-C3-3E09F PRE33URE RECULATOR-FUEL		FAR 27-08102-29	3530		8 2	NO FLUIDGENICA VEB PEAS-5	••••
FAILURE MODE-CONTANI E RUBBER WAS ROCTETON	MINUTION. SUSPECTED RUBBER CONTANINATION, RUBBER PARTICLES MERE FOUND IN THIS VALVE. SOUNCE OF TH Dyne heat exchanger. This is a secondary Pailure.	NTAMINATION. R R SECONDARY FA	UBBER PARTICLES 14 (3LURE,	ERE FOUND	<u> </u>	YALVE	. SOURCE OF TH	
CORRECTIVE ACTION-T	CORECTIVE ACTION-THIS ANALYSIS HAS BEEN DISSENIMATED TO APPROPRIATE 60/C DEPARTMENTS. NO OTHER ACTION WILL BE TAKE BY 60/C SINCE THIS IS A SECONDARY FAILURE.	INTED TO APPR	IOPRIATE 60/C DEPA	ATMENTS. !	ED OTHER	ACT 10	N WILL DE TAKE	
PMEUMATIC-A/B TAME PRESS	LV-9D-D8-32D9F CHECK VALVE-CAIDIZER PRESSURE LINE 27-D8114-1	PESSINE LINE 2	FAR 27-08114-1	3530	FACTORY	5 5	MADLE7 10508-1	995079
FAILURE MODE-CONTANINATION. E RUBBER WAS ROCKETOTHE MEAT	MINATION. SUSPECTED RUBBER CONTAMINATION, RUBBER PARTICLES WERE FOUND IN THIS VALVE. SOURCE OF DINE MEAT EXCHANGER. THIS IS A SECONDARY FAILURE.	NTAMINATION. N A SECONDARY FA	TUBBER PARTICLES Y ILURE.	ERE FOUND	N TAID	VALVE	. SOURCE OF TH	
CORRECTIVE ACTION-TO N BY 50/C SINCE THIS	CORRECTIVE ACTION-THIS ANALYSIS HAS BEEN DISSEMINATED TO APPROPRIATE GOVE DEPARTMENTS. NO OTHER ACTION WILL WE TAKE.	IMTED TO APPR	IOPRIATE GO/C DEPA	INTRENTS. I	S OTHER	ACTIO	N WILL BE TAKE	
PMELDIATIC-A/B TANK PRESS	LV-90-D8-3209F CMCCA VALVE-OXIDIZER PRESSURE LINE E7-D8114-1	RESSURE LINE 2	FAR E7-06114-1	3530 640913	e 5	88	HADLEY 10300-1	1406
FAILURE MODE-CONTANI E RUBDER MAS ROCKETON	MENATION. BUSFECTED RUBBER CONTANTNATION. RUBBER PARTICLES WERE , OLAB IN THIS VALVE, SOUNCE OF STAND MEAT EXCHANGER. THIS IS A SECONDARY FAILURE.	NTAMENATION. A A BECOMBARY FA	WEBER PARTICLES V IILURE.	Ent. , Oute	T T T	741 4	. BOURCE OF TH	
CORRECTIVE ACTION- 1	THIS ANALYSIS HAS BEEN DISSEMINATED TO APPROPRIATE CO/C DEPARTMENTS. NO OTHER ACTION WILL BE TAR	NIMATED TO APP	HOPRIATE CO/C DEP	PARTHENTS.	NO OTHER	ACTIV	ON WILL BE TAR	
PMELHATIC-A/B TANK PRESS	90-69-06-35136 90-6-06-35136	3. 4	FAR E7-61446-8E9	208079	FACTORY	1 o		
FAILURE MODE-FAIL DU E FOR 30 TO 40 MINUTE BOLEMOID. BURING AC	FAILURE MOCE-FAIL DURING OPERKTION. BENSOR FAILED TO BO TO SHUTOPF MODE WHEN BOLENOID WAS ENERGIZED. APPLIED VOLTAS E FOR 30 TO 40 MINUTES BUILDS UP UNIT TEMPERATURE TO 138 DEGREES DURING EOP TEST AND COLL AMPERES IS TOO LOW TO PULL SOLEWOID. DURING ACTUAL OPERATIONAL CONDITIONS THE BOK REEPS BOLENOID TEMPERATURE MUCH COOLER.	ED TO 60 TO 84 C TO 135 DEGRE THE 60K REEPS	HUTOFF HODE WIEN I JEB DURING EOF TEB BOLENDID TEMPERAT	MOLENOID IN 17 AND COLI	AS ENERGI L'AMERES COLER.	8 =	APPLIED VOLTAG DO LOM TO PULL	
CORECTIVE ACTION-	CORECTIVE ACTION-FAILURE CONFIRMED. T.C.A. & TO E.O.P. \$10.11 DELETED THE 30 MINUTE WARM UP PERIOD REGUIREMENT DAP	D 6.0.P. \$10.5	A DELETED THE 30	HINUTE MAI	ž 5	802	EGUTAGNENT DA?	

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19 JUN 1966

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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

3757EH 3CB-3751EH	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DATE DATE DATE DATE DATE DATE DA	PRI VENDOR NAME IF OTH VENDOR PART NO	
ED 640903 EFFECTIVE ON 80	69-60200 AND 27-60730 ASSEMBLIES.				451360
PHEUHATIC-A/B TANK PRESS	LV-98-08-3210F PRESSURE REGULATOR-FUEL	FAR E7-00240-83	E600 13 6400E9	YES FLUIDGENICS NO P243-5	***************************************
FAILURE MODE-CONTANTING	FAILIRE MODE-CONTANINATION. BLACK AND WHITE PARTICLES WERE FOUND INSIDE THE OUTLET FORT, PIECES OF LUBRICANT, PROBA BLY LOK SAFE, AND PARTICLES OF POLYETHYLENE WERE IDENTIFIED.	FOUND THATDE THE O	UTLET PORT, PIECE	OF LUBRICANT, PROBA	
CORRECTIVE ACTION-APPROI	CORRECTIVE ACTION-APPROPRIATE ASSENBLY AND INSPECTION PERSONNEL WERE NOTIFIED OF THIS AMALYSIS AND CAUTIONED ABOUT THE NECESSITY FOR CLEAM-INESS DURING ASSENBLY BUILDUP.	CHEEL NERE NOTIFIED	OF THIS AMALTSIS	AND CAUTIONED ABOUT	
PMEUMATIC-A/B TANK PRESS	LV-93-08-3210 F PRESSURE REGULATOR-FUEL	F12 27-06218-33	269D 13 440820	NO FLUIDGENICS	49574
FAILURE MODE-INTERNAL U	FAILURE MODE-INTERNAL LEAKAGE BETYEEN FLANGE AND REGULATOR BODY. LEAKAGE ANOUNT WAS SMALL AND WITHIN ALLOWABLE LIMI . This is not a failure.	1 BODY. LEAKAGE ANOU	NT 145 SHALL AND	MITHIN ALLOMBLE LIM	
CORRECTIVE ACTION-FIELD W FROM ALL PARTS. ALLOMAL LLOWABLE 35,000 9CIM LEAD 0-3800.	CORRECTIVE ACTION-FIELD PERSONNEL MENE TOLD THAT THE ALLOMABLE LEAK RATE AT 29 PSIG WITH INLET PORT CAPPED IS 5 SCT M FROM ALL PARTS, ALLOMABLE FROM END FITTINGS IS ABOUT THE SAME ANOUNT EVEN AT 80 PSIG. THE LARGEST PORTION OF THE ALCHABLE 35,000 SCIM LEAKAGE AT 80 PSIG IS FROM OTHER CONTROLLED BLCED PORTS ON THE REGULATOR. REPERBUEE RAR LV-98-0 8-3800.	AABLE LEAK RATE AT 8 SAME AMOUNT EVEN AT NOLLED BLCED PORTS O	9 PSIG WITH INCET 80 PSIG. THE LAR N THE REGULATOR.	LIE AT 29 POIG WITH INLET PORT CAPTED IS 5 SCT EVEN AT 80 POIG. THE LARGEST PORTION OF THE A PORTS ON THE REGULATOR. RETERENCE RAR LV-98-0	
PHEUMATIC-A/B TANK PRESS	E783696 MANUAL SHUTGFF VALVE	UTP-PET 27-06108-3	040019 60/0	YES PEACOCK NO 51385-1-16	
FAILURE MODE-OUT OF S ION SO IN-LB MAXIMUM A	FAILURE MODE-OUT OF SPECIFICATION. 11D IN-LB TORBUE UMS REBUIRED TO TURN BUTTERFLY INTO CLOSED POSITION. SPECIFICAT ION 90 IN-LB MAXIMUM ALLOMABLE. 87M 408-1298 T.M. NO. 2.	LAUIRED TO TURN BUTT	EAFLY INTO CLOSED	POSITION. SPECIFICAT	
CORRECT: VE ACTION-REC	CCRRECTIVE ACTION-RECOMMEND USE OF PROPER TYPE OF TORBUE MRENCH. REF. MEND 842-7-281, FRR-634-2-063 AND FRR-634-2-3	MEDICH. REF. MEND 84	E-7-261, FRR-656-	E-063 AND FRR-654-E-5	
PHEUMATIC-A/B TANK PRESS	274 3600 LOI PREUMATIC STAGING DISCORRECT	UTP-PET E7-06184-3	970911 6070	VES B.H.HADLEY NO 10717-5	
PAILURE MODE-EXTERNAL 5 BC3N SPEC ALLOMBLE.	PAILUME MODE-EXTERNAL LEAK. DURING AND APTER LIPE TEBTING (PET) EXTERNAL LEAXAGE WAS OUT OF TOLERANCE -SE BCIN VE B) SCIN SPEC ALLOMBLE, REF. 8/N 401-2359 T.M. ND. 1.	(PET) EXTERNAL LEAN	ARE WAS OUT OF TO	CERANCE -SE BCIN VE B	

PASE DOES

COMPECTIVE ACTION-MINER FUNCTIONAL OUT-OF-TOLETANCE LEARANE CONSIDERED NEW-SMALE. LOT ACCEPTED. REP. PPR NA

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GENERAL DYNAHICS CONVAIN DIVISION

	FILED COMPONENT NAME	PART NUMBER	DATE DIF	317C 11MC DIF	OTH VENO	PRI VENDOR NAME OTH VENDOR PART NO	
-SWT AND FRE NO.	A 154-2-566.						•
PHE UNATIC-A/B	4913649.1 LOK TANK PRESSURE RELIEF VALVE	UTF-PET ET-D0103-18	\$40604	3/ 9	VES MADIEV NO 10528-13	CV 9-13	08 00 0
FAILURE MODE-OUT OF TC ID AT 31.2 PRIG, RESEAT	FAILURE MODE-OUT OF TOLERANCE, DURING PET 3-AXIS VIBAATION AT 1750 CPS AND 1996 (SINGLE ANPLITUDE), THE VALVE UNSEAT ED AT 31.2 PSIG, RESEATED AT 27 PSIG AFTEN VENTING THE ULLAGE PRESSURE, REF. 87H 405-0757 T.H. NO. 1.	4 AT 1750 CPB AND BE 16E PRE1BURE, REF. 1	IG (81NGLE A)	FL TUDE 1.H. NO), THE VA	LVE UNISEAT	
CORNECTIVE ACTION-SUBP	CORRECTIVE ACTION-SUBNIT ECP FOR REDESIGN OF VALVE, REF. FAR NO. 634-2-206.	PR NO. 654-E-208.					
PREUNYTIC-A/B TANK PRESS	A-89-06-3200F TUBE ASSEMBLY-3000 FB1 MELIUM	FAR E7-80005-113	3000 \$407 29	PACTORY	8 8		******
FAILURE MODE-STRUCTURA E APPEARANCE ON THE PLA 6 MAS FOUND.	FAILURE MODE-STRUCTURAL. COUPLING MUT THOUGHT TO BE CRACKED ON ONE MEX PLAT, AFTER A DYE PEMETRANT OMECK. CRACK-LIK E APPEARANCE ON THE PLAT MAS CAUSED BY A SEAN LAP FORMED DURING ROLLING OF THE BAR STOCK, NO EVIDENCE OF OMERTONBUIN 6 MAS FOUND.	ED ON ONE HEX PLAT, URING ROLLING OF THE	AFTER A OVE : BAR BTOCK.	PENETRA NO EVID	MT OFFICE.	CRACK-LIK WERTORBUIN	
CORRECTIVE ACTION-NOT	A FAILURE. NO CORRECTIVE ACTION TAKEN.	á					
PACUALTIC-A/B TANK PEESS	ETASSIS RISE-OFF DISCOMECT COUPLINE	UTP-PET E7-061E0-7	640726	2/05	YES HADLEY NO 10629-3	£.4	001770
FAILURE MODE-OUT OF SE WASLE LEARAGE IS SOO DO	FAILURE MODE-OUT OF SPECIFICATION. DURING PET POST OPERATING PROOF CYCLE LEAKAGE RANGED FROM 893 TO 1022 BCIN. ALLO ABLE LEAKAGE 18 500 BCIN. TEUPERATURE AT LEAKAGE UMB -188 DEGREES F. NOTE PET LOT 11. REF. D.N. 403-2077 T.M.	ING PROOF CYCLE LEAD DEGREES F. NOTE PC FF-5130-847 AND PR	LAGE RANGED LOT 11. RE	11. RE'. D'N 4	03-2677	BCIN. ALLO	-
PACUMATIC-A/B TANK PRESS	LV-98-08-3E08F SCLENOID BDHSOR VALVE	FAR E7-01440-025	1930	C18	22		100
PAILUNE MODE-LEAK-EXTI . LATER IT MAS DETERNII	PAILUNE MODE-LEAK-ENTERMAL. LEAKAGE PROM THE ATMOSPMENTC WENT IM TOP OF CONTROLLER. AMOUNT OF LEAKASE WAS 0.30 SCIM . LATEN IT MAS DETERMINED THAT LEAK WAS NOT PROM VENT BUT PROM PORT C AND ALLOMASLE LEAKASE IS 188 SCIM MAN.	VENT IN TOP OF CONTI	ROLLER. ANOU	8 1 1 1 1	CARAGE WAS	D 0.30 BCIM	
CORRECTIVE ACTION-NOT	CONTINUED. NO ACTION TAKEN.						
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CENERAL DYNAMICS CONVAIR DIVISION

11 JUN 1916

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

	3737EM 348-878	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DIF	\$17E	1 1 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	PRI VENDOR MANE OTH VENDOR PART NO	
	PHEUMATIC-A/B	LV-99-08-3203F BOILOFF VALVE	FAR 27-80750-847	41000	FACTORY	ž g		931830
•	FAILURE MODE-EXTERNAL LEARAGE. PAST M M THE BELLOMS AS THEY MERE CONFRESSED.	MAL LEARAGE. PAST MELO AREAS AND OUT THE SENSOR BELLOMS. PROBABLY CAUSED BY DISPLACEMENT OF EY MERE COMPRESSED.	SENSOR BELLONS. PRO	BABLY CAUS	E0 67 01	BPLACENE !	MT OF AIR I	
	CORRECTIVE ACTION-LEARAR TSIS. APPROPRIATE FACTORI S IN SESPONSE TO RAR LV-1	CORRECTIVE ACTION-LEARAGE THRU NELDS, BUT NOT THRU SENSOR BELLONS, FIELD PERSONNEL MERE PROVIDED COPIES OF THE AMA SIS. APPROPRIATE FACTORY PRODUCTION AND INSPECTION OMECKED NELD SCHEDULES AND CLEANING AFTER ELECTROETCHING. THIS IN SESPONSE TO RAR LV-99-06-3787 AND IS DOCUMENTED BY CORRECTIVE ACTION NEWD DATED 441150.	ELLOMS, FIELD PERSO WELD SCHEDULES AND ECTIVE ACTION NEWS	WEL YERE CLEANING A DATED 6411	PROVIDED FTER ELE 30.	COPIES (OF THE AMAL ING. THIS I	
	PHEUMATIC-A/B TANK PRESS	LV-98-00-3190F SOLEWOID SENSOR VALVE-BOIL OFF VAL 27-81448-829 VE	FAR 27-61448-625	2500 640715	31	7.C.8		•••
	FAILURE HODE-OUT OF TOLERANCE. V WENT PORT BEING COVERED BY TAPE.	FAILURE HODE-OUT OF TOLERANCE. VALVE RESEATED AT 3.2. TOO LOW. MINIMAN ALLOMBLE IS 3.9 PSIG. CAUSED BY THE BELLOMS WENT PORT BEING COMERTED BY TAPE.	ON. MINIMUM ALLOMA	LE 15 3.0	P816. CA	. A8 G380	THE BELLOUS	
	CORRECTIVE ACTION-ND FAILT IN THE BELLOMS IS NOT 1	NO FAILURE OF COMPONENT. PRODUCTION AND S	PRODUCTION AND SITE PERSONNEL WERE REQUESTED TO ASSUME THAT THE WENT POR SHIPMENT STORAGE, OR VALVE TESTING. REFERENCE THE ETR 9-329 AND WIR 9-12	REQUESTED REFERENCE	TO ASSUR	E THAT TI 9-329 AI	HE WENT POR NO MTR 9-12	
	PHEUMATIC-A/B TAHK PRESS	SLV-80-08-3ENEF PRESSURE REGULATOR - FUEL TANK	FAR 27-06102-37	7101 64 6713	1	NO PLUIDE NO PR45-6	PLUIDGENICA	41814
	FAILURE MODE-OUT OF TOLERAN YSTEM, MOU. MISSILE WAS LAUS 8. THIS IS MOT A FAILURE OF	FAILURE MODE-OUT OF TOLERANCE. REGULATOR CAUSED A 9 PSID PRESSURE OSCILLATION FROM 85 TO 70.1. STEM, MOU. MISSILE WAS LAUMCHED WITH A REPLACEMENT REGULATOR THAT ALLOMED THE SAME TEST SYSTEM. 1. THIS IS NOT A FAILURE OF THIS PART.	ESSURE OSCILLATION R THAT ALLONED THE	FROM 65 TO SAME TEST	70.1. C	AUSE WAS RESSURE	85 TO 70.1. CAUSE WAS THE TEST S TEST SYSTEM PRESSURE OSCILLATION	
	CORRECTIVE ACTION-FAILU	CORRECTIVE ACTION-FAILURE NOT CONFIRMED. DESIGN AND FIELD PERSONNEL WERE INFORMED OF THE RESULTS OF THIS ANALYSIS.	ERBONNEL NERE INFOR	20 24 24	RESULTS	8	AML 7318.	
	PNEUDATIC-A/B TAINE PRESS	BRASA45 LOX TANK PRESSURE RELIEF VALVE	UTP-PE1 27-00103-13	640701	2/9	TES MADLEY	MADLEY 10389-15	,
	FAILURE HODE-PAIL BURING JAIMUM OF 82-1 PSIG. CURI BIG. MOTT. LOT ND. 1. REF	DURING OPERATION. DURING PROOF CYCLE AFTER BOD LIFE 1587 CYCLES. THE UNIT RESEATED 2 PSIG BELOM 1. CURING FULL FLOW TEST THE TANK PRESSURE INCREASED 1 PSIG BEYOND THE NAXIMUM ALLOMBLE OF 35.7 1. REF. B/H 408-1039 T.H. NO. 3 AND B.	R BOO LIFE VEST CYC	LES, THE U EYOND THE	NIT RESE	ATED B P.	816 BELOM H E OF 38.7 P	
_								

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CORRECTIVE ACTION-LOT MAS ACCEPTED BANED ON NINOR PUNCTIONAL OUT-OF-TOLERANCE. NO/C PROPOSED CHANNES IN THE VALVE T

GENERAL DYNAMICS CONTAIR DIVISION

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1941 AUL 11	DIFFICUATIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBORE	u		
818-315W	TEST/REPORT HUNGER FAILED CONFOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	PRI, VENDOR NAME OTH VENDOR PART NO	
O NASAZ AEROSPACEZAIRFORCE	O MASAZ AEROSPACEZAZBFORCE. REF. FPR MR F-9124-87 AND FRR MO	NO.654-2-336.			
PHEUMATIC-A/B TANK PRESS	LOX TANK PRESSURE RELIEF VALVE	UTP-PET E7-08103-13	5/0 5 639 0 16	YES HADLEY NO 10525-15	•••
FAILURE MOE-OUT OF TOLES NIMOR RESEAT PRESSURE, THE	FAILURE HOE-OUT OF TOLELANCE. DURING POST VISRATION PROOF CYCLE, THE VALVE FAILED TO RESEAT ABOVE THE 3E.1 PSIG HI IIWUR RESEAT PRESSURE. THE OUT OF TOLERANCE READINGS MERE 31.3 AND 31.7 PSIG. REF. 8/H EDS-0471 T.H. MO.1.	CYCLE, THE VALVE PAI .3 AND 31.7 PAIG. RE	LED TO RESEAT ABO' F. 8/N E05-0471 T	PE THE 3E-1 PSIG MI .M. MO.1.	
CORRECTIVE ACTION-TEST DI	DISCONTINUED. LOT WAS ACCEPTED BABED ON MINOR FUNCTIONAL OUT OF TOLERANCE. REF. FPR NR F-512	ON MINOR FUNCTIONAL	. OUT OF TOLERANCE	. AEF. FPA 148 F-512	
PNEUMATIC-A/B TANK PRESS	SULVE VALVE SOLENDIO BELICHS	FAR 69-8020U-1	7107 FACTORY 640626	VES NO	• 6020
FAILURE MODE-ERRATIC OPER	OPERATION. VALVE OPERATED ERRATICALLY. CRACK PRESSURE WAS INCONSISTENT. CAUSED BY AN OUT OF LI LOMS: HISALIGHEENT OCCUPRED DURING MANIFACTURE.	CRACK PRESSURE WAS UFACTURE.	INCOMBIBIENT. CAU	NED BY AN OUT OF LI	
CORRECTIVE ACTION-PER RAN	RAR 31.V-AB-08-3791 INSPECTION AND MANUFACTURING PERSONNEL MERE INFORMED OF	UFACTURING PERSONNEL	WERE INFORMED OF	THIS AMALYSIS.	
PACUATIC-A/B TANK PRE35	SEV-SE-CO-SECIE DIFFERENTIAL PRESSURE BATTCH	FAR 27-06130-1	3530 FACTORY 840824	YES HYDRA ELECTRIC NO SEGIB-1	070348
FAILUME MODE-OUT OF TOLES	FAILUME MOCC-OUT OF TOLERANCE. ACTUATED AT LERS THAN MINIMUM ALLOMED. CAUSE MOT KNOMN. NO DISCREPANCIES FOUND DURIN . AMALTRIS.	M ALLCHED. CAUSE NOT	RNOWN. NO DISCRET	AMCIES FOUND DURIN	
CORRECTIVE ACTION-FAILURE VLEME IS NO LOWGER UMED FO MED. MEMO DATED 440950 BTA . REFERENCE RAR 3LY-59-00-	CORRECTIVE ACTION-FAILURE NOT CONFIDNED. AS OF JULY 1964 ISOPROPYL ALCONOL IS USED FOR THE FINAL RINSE, TRICHLORETH YLENE IS NO LONGER USED FOR CLEANING AND THE DE-IONIZED RINSE WAS DISCONTINUED DUE TO THE EXCESS DRYING PRAIOD RESUL RED. MENO DATED 440950 STATES THAT UPI WILL COMDUCT CLOSE BURYEILLANCE TO ASSUME TIGHTENED CONTROLS BY ALL CONCERNED. REFERENCE RAR BLY-99-06-3794.	I OF JULY 1964 ISOPROPYL ALCOHOL IS USED FOR THE FINAL RINSE. TRICHLORETH DE-IONIZED RINSE WAS DISCONTINUED DUE TO THE EXCESS DRYING PERIOD RESULCABULT CLOSE BURVEILLANCE TO ASSUME TIGHTENED CONTROLS BY ALL CONCERNED	SED FOR THE FINAL. UE TO THE EXCESS (TIGHTENED CONTROL	RINSE, TRICHLORETH NATING PERIOD RESUL S BY ALL CONCERNED	
PACUALIC-A/B TANK PREDD	BOF-1042-1 HELIUM CHAMCEOVER VALVE	UTP-PAT E7-00116-19	40623 OTHER	NO ROBERTSHAN-FIR. NO TON 1086-26031	681783
FAILURE MODE-INTERNAL LEA RATION 7637 AT -800 DEGREE	LEAK. INTERMIL LEAKAGE WAS 1600 CC/MIN. (MAXIMUM ALLOMBLE 18 500 CC/MIN.). FOLLOMING PAT VIB Meer F. With 8000 psie, the excessive leakage was found to be in test betup. T.H. 44881-27.	H. (MAXIMM ALLOMBI LEARAGE MB FOUND T	E 18 500 CC/MIM.1.	FOLLOWING PAT VIB.	
CORNECTIVE ACTION-REVISE	TEST METUP TO BLIMBMATE LEARANE. PAR FASSO.	n Fe350.			

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GENERAL DYNAMICS CONVAIR DIVISION

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SYSTEM BUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIP TI	817E	VEHICLE BITE PRI VENDOR PART NO DATE DIP TIME DIP OTH VENDOR PART NO	
PMEUMATIC-A/B Taluk PRESS	49FZGE0-1A FUEL TANK PRED RELIEF VALVE	UTP-ETT R7-08104-9	35 320070	3/9 3	YES B.H.HABLEY	001713
FAILURE MODE-OUT OF TOL MININUM ALLCHABLE OF 80	FAILURE MODE-OUT OF TOLERANCE. DURING POST ETT PROOF CYCLE, FULL FLOM RESPONSE, THE RESEAT PRES. MAS 0.3 PSIG BELOM MINIMUM ALLOMBLE OF 86.5 PSIG. FPR 4313; D/M 401-1248.	, FULL PLON RESPONSE	, THE REBEAT	. MES.	ANS 0.3 PSIG BELOW	
CORRECTIVE ACTION-NOME. FRR 854-2-337.	FRR 654-2-337.					
PIEUNATIC-A/B Taine PRESS	SLV-59-08-3E01-F DIFFERENTIAL PRESSURE 3MT-CH	FAR 27-00130-1	10F F.	FACTORY	YES HYDRA ELECTRIC NO 32018-1	1003037
FALLURE MODE-OUT OF TOL NO IN THE LIQUID-OXYGEN NED THE FAILURE AS REPON	TOLERANCE. UNIT ACTUATED AT LESS THAN MINIMUM ALLONED PRESSUME DIFFERENTIAL. SOME CORNOSION FOU GEN PRESSUME SIDE, CAUSED BY CLEANING SOLVENT PLUS IMPROPER DRYING. CORROSION COLLD NOT MAYE CAU HEPORTED.	MINIMUM ALLCMED PRES CLVENT PLUS IMPROPER	DATING. CO	INTIAL.	DONE CORNOSION FOU	
CORRECTIVE ACTION-FAILU HYLENE 15 HO LOWGER USED TED 640930 STATES THAT C SLV-99-08-3794.	CORRECTIVE ACTION-FAILURE NOT CONFIRED-AS OF JULY 1964, ISOPROPTL ALCOHOL IS USED FOR FINAL RINSE UNILE TRICHLORET Hylene is no longer used for cleaning. The De-Jonized was discontinued due to excess dring period reguired. Nemo da Ted 640930 states that O.P.I. Will compute surveillance to assure tightened controls by all concerned. Reference ara	SOPROPYL ALCOHOL IS ISCOMINED DUE TO E	USED FOR FITTEN XCESS DRITH	ML RENS FERIOD CONCER	E WALE TRICHLORE? REGUIRED. WEND DA MED. REFERENCE RAR	
PEUMATIC-A/B TANK PRESS	SLY-99-04-32017 SIFFERNIAL PRESSURE SMITCH	FAR E7-08130-9	10F F/	FACTORY	YES HYDRA ELECTRIC NO 32018-1	981219
FAILURE MODE-CONTANINAT ORROSION MAS FOUND IN TH TE COMED ACCOUNT FOR THI	FAILURE MODE-COMTANIMATION. ACTUATED AT LESS THAN MINIMUM ALLOMED. SPECIFIED RANGE IS 0.9 PLUS ON MIMUS 0.5 PSID. C Minosion was found in the lox bide from cleaning bolvent rebible. Corrosion in the ambular noton of the pressure pla E coald account for this failure.	ALLONED. SPECIFIED R. BIDUE, CORROBION IN	ANGE 13 0.9 THE AMPLAR	PLUS ON NOTCH O	MINUS O.3 PSID. C F THE PRESSURE PLA	
CORRECTIVE ACTION-NOT C NO LOWGER USED FOR CLEAN TEO 640830, STATES THAT LV-89-08-3784,	CORECTIVE ACTION-NOT CONFIRMED. AS OF JULY 1984 ISCPROPYL ALCOHOL IS USED FOR FINAL RINSE AND TRICKLORETHYLENE IS ED CAOSES STATES THAT OF! WILL CONDUCT SURVEILLANCE TO ASSURE TICHTENED CONTROLS BY ALL CONCERNED. REPERENCE RAR S V-89-08-3784.	ALCOHOL 18 USED FOR NTINUED DUE TO THE E SURE TIGHTENED CONTR	FIME RING KCESS DATIM CLB BY ALL	TERIOS	ICHLORETHYLENE 15 REGUIRED: MEMO DA D. REFERÊNCE RAR 8	
PMELUNATIC-A/B TAME PREBS	09F1962-1 MELIUM CHANGEOVER VALVE	U19-PAT 27-D0116-19	0 619979	OTHER	YEB 1096-E2001 NO	
FAILURE MODE-OUT OF TOL AGE COULD NOT BE MEASURE ROF ACROSS VALVE MAS EMS	TOLERANCE. EKCESSIVE LEAKAGE (INTERNAL) AT (-3DO DEGREES F) DURING PAT INITIAL PROOF CYCLE LEAK SURED. PRT, INITIAL PROOF CYCLE INTERNAL LEAKASE WAS 404 SCCM. ALLOMSEE 18 800 BCCM. PRESSURE D EKCESSIVE AT 8A PSID. SHOULD BE 15 PSID. T.M. 44821-28.) AT (-3DG DEGREE F L LEARAGE WAS 4G4 BC) D. T.M. 440E3-E8.	DURING PAY	AITINI 7	D SCCH, PRESSURE D	

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GENERAL DYMHICS

15 JUN 11866

DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE

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3731EM 346-3731EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	MENICLE BITE DATE DIF	E PRI VENDOR NAME	AME RT NO
CORRECTIVE ACTION-HONE.	. FRR F-4350.				•
PMEUMATIC-A/B TAME PRESS	PET-TP-1-3868.1 D19CCMGECT-97A61NG PMEUMATIC	UTP-PE1 27-00129-3	640616 OTHER	YES B.H. MADLEY NO 10718-9	£7
FAILURE MODE-OUT OF TOLE	REBANCE. FOUR OUT OF TOLERANCE LEARAGES OCCURNED DURING THE LIFE CYCLE AFTER DISCOMMECT. THE N CONPARED TO THE SPECIFICATION OF 25 SCIM.	GES OCCURRED DURING 5 BCIN.	WE LIFE CYCLE	AFTER DISCOMECT.	¥
CORRECTIVE ACTION-NOME.	CONTINUE TESTING. LEAKAGE RATE IS	ACCEPTABLE.			
PHEUMATIC-A/B TANK PRESS	69A3117 FUEL TAME PRESSURE PEGULATOR SHAFT HUT	UTP-PET SMAFT 27-06246-29	640617 OTHER	VES FLUIDGENICS NO P-E43-8	
FAILURE MODE-STRUCTURAL, DURING URE UPON DISASSENGLY, STOP VALVE SAME TYPE.	IL. DURING THE 339 TH CYCLE OF THE 400 CYCLE LIFE TEST, THE UNIT FAILED TO REGULATE TANK PRESS TOP VALVE SHAFT NUT NAS FOUND BROKEN AT FLANGE RADIUS. AN SLT FAILURE OCCURRED ON 5-22 OF THE	O CYCLE LIFE TEST, "AT FLANGE RADIUS.	THE UNIT FAILED IN BLT FAILURE O	TO REGULATE TANK CCURRED ON 9-22 C	MESS F THE
CORRECTIVE ACTION-MOME. N POINTS AND CUSTOMER HAI	HETAL FATIGUE WAS CAUSE OF FAILURE. THE STOP VALVE BHAFT AND MUT ARE ANOWH TO BE WEAK DESIGNAS BEEN INFORMED.	. THE STOP VALVE BAN	IFT AND NUT ARE	NNOWN TO BE WEAK	DESIG
PMEUNATIC-A/B TANY PRESS	FR 69-3487.1 HELIUM CHANGEOVER VALVE	UTP-PRT 27-00116-15	640019 OTHER	YES ROBERTSMAN-FUL. NO TON 1096-22001	W-FUL 092504
FAILURE MODE-OUT OF TO AGE IS SOO SCCH. SPECIN	FAILURE MODE-DUT OF TOLERANCE, DURING PRT PORT 2 ARIB VIBRATION TEST INTERNAL LEARAGE NAS 1885 Age is soo sech. Bpecinen has subjected to hima soo degrees me at soop psis. Ref. B/H 311-D050	ATION TEST INTERNAL. 8 ME AT SOCO PSIG. (LEAKAGE WAS 188 167. B/N 311-085	9 BCCH. ALLOMBIE LEAR 0 T.M. WO. 448E1-EE.	
CORRECTIVE ACTION-VENDO	CORRECTIVE ACTION-VENDOR POPPET SEATING ADJUSTHENT PROCEDURE REVISED. REF. ECP 7774. (VALVE CHANGED R nr f-4314 st and far ho. Fr 654-2-325.	RE REVISED. REF. ECI	7774. (WLVE C	MANGED TO -17). REF. F	£. F
PHEUMATIC-A/B TAME PRESS	69F-1962-1 HELIUM CHANGEOYER VALVE	UTP-PAT ET-00110-19	CA150 618014	YES ROBERTSHAN FUL. NO TON 1096-22001	W FUL 005700
FAILURE MODE-INTERNAL LA TEST RUM AT -300 DESAEES	FAILUME MODE-INTERNAL LEAR. POST-PAT M-AXIS VISSATION TEST. INTERNAL LEARASE WAS 3400 BCCM. ALLOMBLE WAS 500 BCCM Est rum at -300 desaees f. Frr-4206. T.M. 44821-20.	. INTERNAL LEARANE 1	MB 8400 BCCH. A	CICAMBLE MAS 500	N D 38

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CORRECTIVE ACTION-NOME. FIR 454-2-385.

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GENERAL BYNAMICS CONVAIR DIVISION

9737EX	TEST/REPORT NUMBER	STARFORT NUMBER DIF DATA SOURCE V	VEHICLE	917E	- F	VENDOR HAME	
PHEUMATIC-A/B	FRES-3487.1 MELIUM CHANGEOVER VALVE	215-981 81-06116-15	GADELS OTHER	OTHER DIV	TEB ROS	TES ROSERTSHAM-FUL.	:
FAILURE MODE-ELECTRICAL TION. CONTINUITY CHECKS . 3/M 311-0950 7.N. MÖ.	AL OPEN. FOLLOWING PRT Y-AXIS VIBRATION TEST THE SPECINEN WOULD HOT ACTUATE TO THE CLOSED POST S INDICATED AN OPEN CIRCUIT. AN ANALYSIS DISCLOSED A BROKEN LUG AT THE HOTOR BRUSH HOLDER. REP. . 44921-22.	ION TEST THE SPECINE! TVIS DISCLOSED A BRO	N WOULD HOT	ACTUATE THE HOTO	TO THE	CLOSED POST	
CORFECTIVE ACTION-REDUC O -17). REF. FPR NR F-45	E LENGTH OF HOTOR	BRUSH ELECTRICAL LEADS AND PROVIDE SUPPORT, REP. ECP 7774 (VALYE CHANGED T FR 634-E-325.	UPPORT. REF	. Ece 77	74 (VALY	E CHANGED T	
PNEUMATIC-A/B TANK PRESS	PRESSURE RELIEF VALVE FUEL TANK	FAR E7-08104-9	7103 64061E	FACTORY	5 5 2 5 2 6 2 6	6.H. HABLET 10526-9	50000
FAILURE MODE-OUT OF TOLERANCE. SYSTEM PROBLEM, PLT SENSE LINE A	FAILURE MODE-OUT OF TOLERANCE. RESEATED AT 87.5. TOO LOM, MINIMUM ALLOMABLE IS 86.5 PSIG. CAUSED BY A PRESSURE PIT Statem problem, pit sense line and Ducting mere Longer Than Those on an 8LV missile.	Hinimm allomble is n 7m0se on an bly mis	6 66.5 P816 181.E.	. CAUGED	*	tseuf P17	
CORRECTIVE ACTION-NOT C TORY, THE 7-193 AND 7-77 SITE THEN THE LINE AND D	CORRECTIVE ACTION-NOT CONSIDERED A FAILURE, PIT PERSONNEL SHORTENET TORY, THE 7-183 AND 7-77 WERE SENT TO ETR AND WIR NOTING RESULTS OF 151TE THEN THE LINE AND DUCT LEHGTHS SHOULD BE CHECKED.	SHORTENE'S SENSE LINE AND DUCTIME. SYSTEM CHECKED SATISF	E AND DUCTI	MG. SYST	EN CHECKI POBLEN O	SENSE LINE AND DUCTING. SYSTEM CHECKED SATISFAC MIS ANALYSID. IF A SIMILAR PROBLEM OCCURS AT A	
PNEUMATIC-A/B TANK PRESS	69F1962-1 HELIUM CHANGEOVER VALVE, MOTOR	UTP-PRT E7-00116-15	019079	01 HER	75 55 80 80 80 80	TES ROBERTSHANFULT NO ON	500
FAILURE MODS-ELECTRICAL CHECKS REVEALED INTERNAL . 44821-17.	AL CPEN. DURING PROOF CYCLE OF THE THIRD AVES, NOTOR FALLED TO RESPOND ON COMMAND. CONTINULTY AL SMITCHING FALLED DURING VIBRATION. NOTOR LEAD WIRE WAS BROKEN AT TERHINAL. B/N 311-0245 T.N	HIPD AKES, NOTOR FAIL - HOTOR LEAD MIRE NAI	ED TO REST	CHO CH C	OBEAND.	CONTINUETY 11-0345 T.H	
CORRECTIVE ACTION-5700	P TESTING. FRR 654-2-329.					-	
PNEUMATIC-A/B TANK PRESS	SLV-09-08-3201F DIFFERENTIAL PRESSURE SWITCH	FAR 87-06130-8	7101	1	7E8 HVD 1038 OM	TES HYDRA ELECTRIC NO 3E018-1	
FAILURE MODE-OUT OF TOLI . CORROSION MAS FOUND IN OMFOSION FARTICLES RAISE!	FAILURE MODE-OUT OF TOLEBANKE, ACTUATED AT LESS THAN HINIMUM ALLOMED, SPECIFIED RANKE IS 0.0 PLUS OR MINUS 0.3 PSID . CORROSION WAS FOUND IN THE LOW SIDE FROM CLEANING SOLVENT RESIDUE BUT COULD NOT MANE CAUSED FAILURE UNLESS LODGE C ORROSION PARTICLES RAISED THE PRESSURE PLATE WITH RESPECT TO TO THE MICROBATION.	HUM ALLOMED. BPECIFIED I REBIDUE BUT COKLO NO TO TO THE MICROBALTCH.	ID RANGE 18 IOT MANE CA 1.	0.0 PLU UGED FAR	HERE CHEM	28 0.3 PBID	
CORRECTIVE ACTION-FAILURE	NOT CONFIRMED, AS OF CLEASING, THE DE-10H	JULY 1964 IBOPROPTL ALCOHOL IB	USED POR F TO THE EXC	INAL RIN ESS DATE	A A A B B B B B B B B B B B B B B B B B	18 USED FOR FINAL RINGE AND TFICHLORETHY DUE TO THE EXCESS DAYING PERICO REQUIRED.	
				,		PA66 9631	

GENERAL DYMHICS

HEND DATED 640930 STATES THA E RAN SLV-99-08-3794. PMEUMATIC-A/8 TANK PRESS FAILUKE MODE-OUT OF TOLERANK THROUGHOUT THE PRET TEST. ALL T.M. 44921-16.	STATES THAT OF WILL CONDUCT BIRVEILLANCE TO ASSURE TIGHTENED CONTROLS BY ALL CONCERNED. REFERENCE. 4. 40.50.0 OTHER YES ROBERTSHAM FUL	E TO ASSURE TIGHTENEE	D CONTROLS	BY ALL COM		_
E-007 GF THE PRT 1	1946-1 1946-1	UTP-PRI			CERNED. REFERENC	
	I'M CHAMMEOTER TRETE	27-04116-15	0 608074	OTHER YES	YES ROBERTSHAN FUL. NO TON 1098-2ED01	36.00
	TOLERANCE. COLD TEMPERATURE (-300 DEGREES F) INTERNAL LEAKAGE RANGED FROM 890 SCCM TO 1700 SCCM Test. Allomble Learage 18 300 Sccm. The Thermoplastic seat was the Wrong Material. S/N 351-0945	EES F) INTERNAL LEAK E THERHOPLASTIC SEAT	ACE RANGED MA THE MR	FROK 000 S ONE MATERI	CCM TO 1700 SCCM	
CORRECTIVE ACTION-MATERIAL E PREUMATIC-A/B 69H TANK PRESS HELL	MATERIAL INVESTIGATION IS BEING CONDUCTED. FAR 654-2-323. 69HG487.1 HELIUM CHANGEOVER VALVE, MOTOR 27-04116-15	D. FRR 654-2-323. UTP-9AT ET-04116-19	0 909079	OTHER YES	YES ROBERTSMAN FUL.	1530
FAILURE MODE-ELECTRICAL SHORS SOLDER ON PIN A GROUNDED PIN	FAILURE MODE-ELECTRICAL SMORT. THE MOTOR MOULD NOT SMUT OFF WHEN VOLTAGE WAS APPLIED IN ELIMER DIRECTION. S/N 311-0951. SOLDER ON PIN A GROUNDED PIN A TO CASE, CAUSED CONTINUOUS OPERATION IN ELIMER DIRECTION. S/N 311-0951. CORRECTIVE ACTION-VENDOR WILL CONDUCT ELECTRICAL CHECKS TO ELIMINATE THIS PROBLEM, FRR 654-2-325.	F WEN YOLTAGE WAS ALL DERATION IN EITHER I	PPLIED IN E DIRECTION.	174ER DERE 87H 311-09 1-E-3E5.	CTIO EXCESSIVE 31 '. 44921-12	
PREUMATIC-A/B 69N TANK PRESS HEL	6910487.1 HELTUM CHAINCEONER VALVE, SEAL	UTP-PAT 27-06116-13	0 426010	OTHER YES	YES ROSERTSHAN FUL. NO TON 1090-EEDOS	•
FAILURE MODE-EXTERNAL LEAKAGE UNS ; CTCLE INTERNAL LEAKAGE UNS ; CCM AT -300 DEGREES F. 1900 ; EMENT AT -300 DEGREES F. INVE	FAILUME HODE-EXTERNAL LEAKAGE. DARING 3 TESTS S/N SOB-0937, THE FOLLOWING OCCURRED. (1) FOST X-AXIS VIBRATION PROOF CYCLE INTERNAL LEAKAGE NAS SUDOD SCON. SPECIFICATION 18 500 SCON (T.H. NO.8). (2) DURING 2-AXIS, LEAKAGE NAS 4800 SCON AT AND SCON AT AND LEAKAGE NAS TOO EXCESSIVE TO MEASURE WITH AN THE DISPLACE MENT AT A SOD DECREES F. 1900 SCON AT AND EDIT IN BEAL TO BE DEFORMED. (T.M.HO.16 SWOULD BE BETWEEN 9 AND 10).	THE FOLLOWING OCCURRED. (1) FOST X-AXIS VIBRATION PROOF SCCN (T.H. NO.8). (2) DURING 2-AXIS, LEARAGE MS 4800 S ILEARAGE WAS TOO EXCESSIVE TO MEASURE WITH MATER DISPLACTO BE DEFORMED. (T.M.HO.14 SMOULD BE BETHEEN 9 AND 10).	RRED. (1) F (2) DURING CESSINE TO H.NO.14 BND	OST X-AXIS Z-AXIS, LE MEASURE 47 ULD BE BET	VIBRATION PROOF MRACE MAS 4800 S TO MATER DISPLAC MEN 9 AND 10).	
CORRECTIVE ACTION-NOWE. FPR	FPR 431E, FRR 3E3.					
PACUMATIC-A/8 60H TAM PRE33 MEL	60N3487.1 HELIUM CHAMEEOVER VALVE, BEAL	UTP-PAT E7-00116-15	0 6383	OTHER YES	FORERTSMAN FUL. TON 1096-E2001	+
FAILURE MODE-STRUCTURAL. (1) EAR TEST, ALLOMABLE (8 500 PC	FAILUME MODE-BYRUCTUMAL. (1) INTERNAL LEAGAGE HAB 12000 SCCM AT -800 DEGMEES F AND 8000 PB16 INPUT DURING INITIAL L Am 1281. Allomanic 18 800 PCCM. (2) POST AMBIENT PLOM LEAMAGE WAB 1800 SCCM. COMBININT LEAMANE RATE WAS CAUMED BY	:# AT -300 DEGREES F	AND 3600 P	BIG IMPUT	DURING INITIAL L	

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CORRECTIVE ACTION-STOT	THE CONCERN WIND	PART NUMBER	DATE DIF T		DATE DIF TIME DIF OTH VENDOR PART NO	£
PAEUMATIC-A/B	CORRECTIVE ACTION-BIOP TEST, FPR 4252 FRR 325.					
•	LV-98-06-3189F 90LENOID: 3MITCH	FAR 27-06540-601	6403E1 F	FACTORY	YES 1HC HACKETICS NO 80473-3	998048
FAILURE MODE-FAIL TO (ET-81446 ASSEMBLY WAS (, TO OPERATE AT PRESCRIBED TIME. MICROSNITCH FAILED TO OPERATE AFTER A 30 MINUTE MARM UP. COMPLETE MAS NOT RECEIVED. ONLY THE 27-08540-801 SOLENOID.	TCH FAILED TO OPERAT HOLEWOLD.	IE APTER A 30	M STORE	MARY UP. COMP.	9
CORRECTIVE ACTION-FAIL	H-FAILURE NOT CONFIRMED, PER RAR LV-99-08- POR AMALYSIS, NOT JUST IME 27-09540.	PER RAR LV-99-08-379E IF FAILURE RECCURS THEN THE 27-8144B VALVE ASSEMBLY HE 27-08340.	CCURS THEN T	HE 27-014	368 VALVE ASSÉ	
PHEUMATIC-A/B TANK PRESS	69HG487.1 HELTUN CHANGEOVER VALVE,FITTING	UTP-PAT E7-00110-15	0 616079	OTHER	YEB ROBERTAMAN FUL. NO TON 1096-22001	FG. 491776
FAILURE MODE-CUT OF SI CCH MITH -300 DEGREES	FAILURE MODE-CUT OF SPECIFICATION. PRE-PAT-VIGNATION PROOF CYCLE, ENTERNAL LEARAGE NAS 12000 CCH. ALLOMABLE WAS SOD CCH WITH -300 DEGREES F AT 3000 PSIG. FKR-4281 8/N 311-0845.	F CYCLE, KYTERMI LE 19.	CARACE WAS SE	000 CCH.	ALLOMBLE IN	906
CORRECTIVE ACTION-EXTERNAL LEAKAGE #-325.	ERMAL LEAKAGE AT PITTING MAS CORRECTED AFTER LOK-BAFE CONFOUND WAS APPLIED, FRR-4291, FRR 834-	TO AFTER LOK-BAPE CC	A 8MI GMONE		TRR-4291, FRR	-76
PMCUMATIC-A/B TANK PRESS	SLV-A9-00-3194F FUEL TANK PRESSURE RELIEF VALVE	FAR E7-03104-0	7101 F 64051S	PACTORY	NO 8.H. MADLEY VES 10528-8	7
FAILURE MODE-OUT OF 39 DUCTING MERE FOUND TO G MINIMM RESEAT VALUE	FAILURE MODE-OUT OF SPECIFICATION. RESEATED AT 87.3 PSIG. MINIMUM ALLOMED IS 88.5 PSIG. PRESSURE PIT SENSE LINE AND DUCTING WERE FOUND TO BE LOWGER THAN THOSE ON BLY MIRSILE. LAT REPONT MINIMUM VALUE WAS 88.8 WHILE SANBORN RECORDIN . MINIMUM RESEAT VALUE MAS 68.4 PSIG.	HINIMM ALLONED 18 . 1at report Hinimm	60.5 PSIG. P	RESSURE -	PRESSURE PIT SENSE LINE AND 88.8 WHILE BANDORN PECCREIN	0 4 0 k
CORRECTIVE ACTION-NOT CONFIRM WE TAPES AND SAT TEST DATA SHINNOL SUPPLIER 6.C. BYBTEN, TABLE MEMOS TO COGNIZANT DEPARTION. TAG. REF. FAR BLY AB-68-8183.	COKRECTIVE ACTION-NOT CONFIRMED. PERSONNEL CONCERNED AND Q.C. MANAGER WERE NOTIFIED THAT ALL FUTURE SANBORN RECORDS WG TAPES AND IAT TEST DATA SHEETS MUST DE SCREENED BY OPT 100 PERCENT DEFORE SUBMISSION FOR ACCEPTANCE BY OPI. 19 CO N'ROL SUPPLIER Q.C. SYSTEM, THE OPI HAS RECORDED ALL APPLICABLE DATA ON VENDOR Q.C. OPERATIONAL CARDS. THE VENDOR 13 SUED MENOS TO COGNIZANT DEPARTMENTS TO CORRECT THIS PROBLEN. REFERENCE WAR 6641-84 DATED 640613 AND RAR 3LY-AS-DS-3	B.C. MANAGER WERE NO 100 PERCENT BEFORE 3 18BLE DATA ON VENDOR 4. REFERENCE VCAR 68	STIFIED THAT LUBHISSION FO	ALL FUTUI R ACCEPT SOML CAI BADDIS AI	IE SAMBORN REC INCE BY OF 1 IDS. THE VENCO ID RAR SLV-AB-	10 0 8 8 0 0 8 8 0 0 8 8
PHEUMATIC-A/B TANK PRESS	FUEL TANK PRESOURE RELIEF	FAR 27-08104-9	7101 F	FACTORY	NO B.K. HABLEY NO 16826-8	_

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GENERAL DYMMICS CONVAIR DIVISION

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	15 JUN 1886	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRSORNE	MATIC SYSTEM-AIRSORN	¥				
	SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE	817E 71ME 01F	072	VENDOR NAME VENDOR PART NO	
	OT A FAILURE.							***************************************
	CORRECTIVE ACTION-MONE. PMEUNATIC-A/B TANK PRESS	SLV-AB-08-3193F FUEL TANK PRESSURE RELIEF VALVE	FAR 27-06104-9	7101	FACTORY	3 %	8.H. HADLET 10526-9	
	FAILURE HODE-OUT OF TOLE AND DUCTING MERE FOUND 1	FAILURE HODE-OUT OF TOLERANCE. RESEATED AT 66.0 PSIS. TOO LOW. MINIUM ALLOWED IS 68.5 PSIG. PRESSURE PIT SENSE LINE AND DUCTING WERE FOUND TO BE LONGER THAN SIMILAR ITEMS ON THE SLY MISSILE. REGULATOR DID NOT FAIL.	.CH. MINIUM ALLCHED I THE SLY MISSILE. REGI	15 66.5 PB	16. PRES	3.08.F.	PIT 86456 LING	
	CORRECTIVE ACTION-FAILURE NOT CONFIRMED. LINE AND DUCTING MEPE SHOKTENED TO BE CO RY RESULTS. TWT 7-193 AND 7-77 MERE SENT AT THE SITE THEN LINES AND DUCTS SHOULD	PRESSURE PLT PARPARABLE TO ACT TO ETR AND WIR	ERSCHNEL WERE NOTIFIED O WAL BLY MISSILE CONFIGUR NOTING RESULTS OF THIS A	OF POSSIBLEATION. A	E SYSTEM TEST RES 1F A BIN	2 T T T T T T T T T T T T T T T T T T T	FIED OF POSSIBLE SYSTEM PROBLEM. THE SENSE WETCHRATION, A TEST RESULTED IN SATISFACTO THIS ANALYSIS. IF A BIMILAR PROBLEM ARISES	
	PREUMATIC-A/B TANK PRESS	LV-99-08-3187 PRESSURE REGULATOR-LIGUID OKYCEN 7 E7-08243-E7 AMK	FAR 1 E7-00245-E7	3530 640508	FACTORY	₽ ₽	8.H. HADLEY 10704-33	003533
	FAILURE MOE-OUT OF TOLE NIMUM OF 28.4 PSIG.	TOLERANCE. AT DIO OF LEAKAGE FILL, WITH FULL PRESSURE, THE PRESSURE DROPPED D.R. PSIG BELOW A MI	FULL PRESSURE, THE	PRESSURE	DACOPPED	# ·	316 BELOW A HI	
	CORRECTIVE ACTION-FAILURE NOT 0.8 PSIG BY EOP 410.5 D DATED 1	LURE NOT CONFIRMED. ALLOMABLE LEAKAGE D DATED 640622 NHEN IT WAS KNOWN THAT	FILL PRESSURE LIMITS WERE WIDENED TO 30.E PRESSURE PIT VALUES WERE LOW.	S WERE WID WERE LOW.	ENED TO		PLUS OR NIMUS	
	PMEUMATIC-A/B	LV-89-06-3169 C FAR PRESSURE REGULATOR-LIGUID OXYGEN I ET-06245-E9 ANK	FAR E7-00245-E9	3530 64 05 06	FACTORY	7E3 7E3	B.H. PADLEY	9957
	PAILURE MODE-OUT OF SPECUS OR MINUS 0.5 PSIG. PAR	SPECIFICATION. TANK PRESSURE VALUES OF 29.6 AND 20.7 MERE OBSERVED, SPECIFICATION READS 30.2 PL Part not received for analysis.	20.0 AND 20.7 NERE	38 SEA VED ,	SPECIFIC	914	READS 30.2 P.	
1	CORRECTIVE ACTION-ALLOMA ATED 84082E MMEN IT MAS R	CORRECTIVE ACTION-ALLOMBLE LEARAGE FILL PRESSURE LIMITS WERE WIDEWED TO 30.2 ATED SADREE WHEN IT HAS RWOMN THAT PRESSURE PIT YALUES WIRE LOW.	KE VIDENED TO 50.8 LOM.	PLUS OR MINUS D.6 PBIS BY EOP	9.0 BUN	į	DY EOP 410.9 D	
	PMEUMATIC-A/B TAME PRESS	LV-A9-08-5191 FITTING ADAPTER-MELIUM BOTTLE TO TUBING	748 7 7-67560-6	353D 640504	FACTORY	2 2	3/ 9	
•	PAILURE MODE-STRUCTURAL.	PAILUME MODE-STRUCTURAL, CRACKED IN THE THREADS OF OME PLU.D COMMECTION, CAUSE EVIDENTLY MAS A TUBE PLANE DEFICEMEN , Two Units Affectes.	D COMECTION. CAUSE	CVIDENTLY	- 4 0 3	3	LARE DEFICENCY	

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GENERAL DYNAMICS CONVAIR DIVISION

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CORRECTIVE ACTION-FAILURE NOT CONFIRMED. PREVIOUS ACTION, DRAWING CHAINESS STEEL FOR THIS APPLICATION BECAUSE 17 18 PROME TO MEANY INCLUSATINGESS STEEL FOR THIS APPLICATION BECAUSE 17 18 PROME TO MEANY INCLUSES TAME WAS USED AT MALVE WOULD NOT RESEAT AFTER CRACESS OF LOW SAFE LUBRICANT WAS USED AT INSTALLATION AND CAUSED THE FAILURE WOLE ACTION-FER RAR LA-AS-08-3780 GO/C SUPERVISION RESPONSIBLE BOUT RELIEF VALVE MALVE RESPONSIBLE BOUT RELIEF VALVE MALVE RESPONSIBLE TAME PRESS PACUMATIC-A/B 68F-FD28-1A FUEL TAME PRESSURE RELIEF VALVE 27-DS104 FAILURE MODE-OUT OF SPECIFICATION. DURING FULL FLOW RESPONSE IN 187, BY 01-1846.	1 10 1 10 10 10 10 10 10 10 10 10 10 10	D. DATED 430425. ELIMINATE STRINGERS. SAT 33.4 PRIG. 17 MAS CONC. LOX SAFE APPLICATION WERE AAFE LUBRICANT. REFERENCE BAGELUBRICANT. REFERENCE MOUNT RESEATED LOM ON EACH	15. ELIMINA PACTORY TAMB CC TAMB CC TAMB CC TAMB CC TO METERICA TO	TED USE OF 303 STA TES B.M. MADLEY NO 10325-13 MCLUDED THAT AN EX MCLUDET THAT AN EX MCLU	
ACTION-FAILURE FOR THIS APPL SAFE LUBRICANI SAFE LUBRICANI VALVE MALFUNCT C-OUT OF SPECT ALLOMBIE HIN	EVIOUS ACTION, DRAWING CHANGE 18 PROME TO HEAVY INCLUSION B LAT LAT CALD NOT RESEAT AFTER CRACKING LATION AND CAUSED INE FAILURE C SUPERVISION RESPONSIBLE FOR RUCTED IN CORRECT USE OF LOX RELIEF VALVE 27-DB104-9 LAL FLOW RESPONSE IN IAT, THE FPR 4272, S/N 401-1266.	D, DATED 63042 RRINGERS. 3930 640505 AT 33.4 PRIG. CX SAFE APPLI BAFE LUGRICANT BAD128	PACTORY TACTORY TACTOR WER CATTOR WER CATTOR WER CATTOR WER CATTOR WER CO/C	TED USE OF 303 S YES B.H. MADLEY NO 10325-13 MCLUDED THAT AN E TOLD IN DETAIL E NENO OF AUG. 4 NO 10326-9 H OF THREE TRIAL	« N «
E-FAIL DURING SAFE LUBRICANI ACTION-PER RAN VALVE MALFUNCT C-OUT OF SPECT ALLOMBLE HIN	LVE 27-04103-15 DAD NOT RESEAT AFTER CRACKING LLATION AND CAUSED THE FAILURE E SUPERVISION RESPONSIBLE FOR RUCTED IN CORRECT USE OF LOX RELIEF VALVE 27-04104-9 ALL FLOW RESPONSE IN TAT, THE FPR 4272, S/N 401-1246.	3930 40505 AT 33.4 PBIG. LOX SAFE APPLI	PACTORY 17 MAS CG CATION MER CATION WERE	WES B.H. MADLEY MCLUDED THAT AN E TOLD TH DETAIL E MENO OF AUG. 4 WES B.H. HADLEY NO 10326-9 H OF THREE TRIAL	м «
E-FAIL DURING SAFE LUBRICANT VALVE MALFUNCT VALVE M	DALD NOT RESEAT AFTER CRACKING LLATION AND CAUSED THE FAILURE L SUFERVISION RESPONSIBLE FOR RUCTED IN CORRECT USE OF LOX RELIEF VALVE 27-DS104-9 ALL FLOW RESPONSE IN IAT, THE FPR 4272, S/N 401-1246.	AT 33.4 PBIG. LOX SAFE APPLI AFE LUBRICANT BADAZE MAIT RESEATED	CATION NER	MCLIDED THAT AN ETOLIC IN DETAIL E NENO OF AUG. 4 TES B.H. HADLEY NO 10326-9 H OF THREE TRIAL	N 4
ACTION-FE	RUCTED IN CORRECT USE OF LOX UTP-ETT RELIEF VALVE 27-D9104-9 ULL FLOW RESPONSE IN IAT, THE FPR 4272, S/N 401-1246.	LOX BAFE APPLI	CATION NEW.	E TOLD IN DETAIL E NENO OF AUG. 4 TES B.H. HADLEY NO 10526-9 H OF THREE TRIAL	4
E-OUT OF	UTP-ETT RELIEF VALVE 27-59104-9 ALL FLOK RESPONSE IN IAT, THE FPR 4272, 9/N 401-1246.	MOVES	3/ 3	TES B.H. HADLEY NO 10326-9 H OF THREE TRIAL	1
	ULL FLOK RESPONSE IN IAT, THE FPR 4272, 9/N 401-1246.	UMIT REBEATED	i	H OF THREE TRIAL	
			5 8		
CORNECTIVE ACTION-NOME. FRR 614-2-557.					
PNEUMATIC-A/9 FR-89H-1966.1 TANK PRESS PNEUMATIC STAGING DISCONNECT COUPL ING	UTP-8LT 018COMECT COUPL E7-081E0-1,-3	640428	OTHER	YES B.H.MADLEY NO 10714-13,-19	***
FAILURE MODE-EXTERNAL LEAKAGE, EXCESSIVE LEAKAGE RATES MERE EXPERIENCED MITH COUPLING IN ENGAGED POSITION DURING SL T LOW TEMPERATURE VIBRATION-2-AXIS, SLT ROOM ANDIENT TEMPERATURE VIBRATION-Y-AXIS, SLT NIGH TEMPERATURE VIBRATION-X-AXIS AND POST SLT TEMPERATURE VIBRATION PROOF CYCLE, EXCESSIVE DISEMBAGED POSITION LEARAGE RATES RANGING FROM SD TO BO SCIM WERE EXPERIENCED DURING SLT HIGH TEMPERATURE VIBRATION X-AXIS TESTS. ALLOMBIE LEARAGE IS ES SCIM. REF: S/N E09-2000 AND £10-0354 T.H. NO. 2845-33, -34, -35, -89.	LEAKAGE, EXCESSIVE LEAKAGE RATES WERE EXPERIENCED WITH COUPLING IN ENGAGED POSITION DURING TION-2-AXIS, SLT ROOM ANDIENT TEMPERATURE VIBRATION-RATURE VIBRATION-RATURE VIBRATION-RATURE VIBRATION-BATURE VIBRATION-RATURE VIBRATION-ROOM OF THE STANGING FROM SO TO DURING SLT HIGH TEMPERATURE VIBRATION X-AXIS TESTS. ALLOMABLE LEAKAGE IS ES SCIM. RET. S NO. 2045-33, -34, -35, -36.	TH COUPLING I -Y-AXIS, SLT H POSITION LEAKA F. ALLOMBIE L	N ENGACED 11CH TEMPER 16E RATES R EARACE 18	POSITION DURING ATURE VIBRATION— AMEING FROM 30 T ES BCIN. REF. 3/1	4 × 0 ×
CORRECTIVE ACTION-REF RIFN FPR NRS F-4256-1	RITH FPR HRS F-4256-81, F-4256-81, F-4268-31 AND FRR NO. FR634-2-274,	N 10. FR854-E-	878 .		
PHEUMATIC-A/B FR-69H-1960.1 TAME PRESS RISE-OFF DISCONDECT COUPLING	UTP-8LT T COUPLING 27-08120-9	640423	OTHER	VES MADLEY NO 19829-1	1

CONVAIR DIVISION

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DIFFICULISES RETEW-PREUMATIC SYSTEM-AIRBORNE

87.57EH 8/8-8787EM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIP	11 E DIF	PRI VENDOR NAME OTH VENDOR PART NO	
43-30,	and the second s					•••
CORRECTIVE ACTION-NOME.	REF. RIFH NR F-4255-5! AND FRR NO. FR-654-2-265.	FR-654-2-208.				
PHEUMATIC-A/B TANK PRESS	FR-68H-1868.1 R13E-OFF D13COMECT COUPLING	UTP-8LT 27-00120-7	640483	OTHER	YES HADLEY MO 100E9-3	10000
FAILURE MODE-OUT OF SPEC E UNIT LEARAGE RANGED FRO 43-30.	FAILURE MODE-DUT OF SPECIFICATION, DURING SLT LOW TEMPERATURE (-30 DECREES F) VIBRATION IN 2-AXIS WHILE ENGAGED, TH E unit learage ranged from Roo TO 30,000 SCIM. ALLCHABLE LEARAGE IS 500 SCIM. REF. S/N EDS-EASO AND 205-1321 T.M. 28 43-30.	RE (-50 DECREES F) '	VIGRATION IF. S/H PC	IN Z-AXI: 9- 240 0 A(MHILE ENGAGED, TH.	
CORRECTIVE ACTION-NOME.	REF. RITH NR F-4233-ST AND FRR NO.	FP-654-2-260.				
PACUMATIC-A/B TAIN PRESS	FR-69H-1974.1 LOX PREUMATIC STAGING DISCORDECT	UTP-3LT E7-061E4-1,-8	640421	53 AC	YES B.M.HADLEY NO 10717-13:11	•
FAILURE HODE-OUT OF SPEC TO 125 SCIM WAS UBTAINED.	FAILURE MODE-OUT OF SPECIFICATION. DURING SLT AMBIENT-TEMPERATURE-VIBRATION, V-AKIS EXCESSIVE LEARAGE PROM 60 SCIM To 125 Scim Uns Ubtained. Maximum SPEC LEVEL IS 25 Scim. Ref. 6/M 207-1946 AND 212-2237 T.M. NO. 2843-28.	RATURE-VIBRATION, V. . B/N EOT-1966 AND I	-AKIS EXCE	551 VE LE		
- CARECTIVE ACTION-NOME.	REF. RITH FPR NA F4254 BT AND FRR NO. FR	O. FR 654-E-260.				
PHEUMATIC-A/B TANK PHESS	A-59-06-3163F Boilgff Valve	FAR 27-00596-5	75F 640417	FACTORY	YES AIRESCARCH NO IREES6-3-1	691171
FAILURE MODE-LEAK, AUDIB EARAGE BUT IT MAB MITHIN	FAILURE MODE-LEAK, AUDIBLE LEJK MAS MOTED PAST BUTTERFLY, LEAK RATE WAS NOT DETERMINED. FUNCTIONAL TESTS VERIFIED L Jarace but it has within allowible limits.	EAK RATE WAS NOT DE	FERNS NED.	FUNCT10W	IL TESTS VERIFIED L	
CORRECTIVE ACTION-CONFIRMED LEAKAGE. 7 TOOL 1810 27-80868-3 NAS FABRICATED	EOF 310.17 DATED AUG. FOR THIS TEST.	8, 1964, PRESCRIBES A TEST WHEN LEARAGE IS DETECTED. TES	A 7E37 W	EN LEARA(A 18 DETECTED. TES	
PHEUMATIC-A/B TANK PRESS	BOFIDSO-1 DISCONNECT BEAL-STAFING PHEUMATIC	UTP-BLT 87-06185-3	414049	OTHER	VES B.H. MADLEY NO 10718-8	
FAILURE HODE-OUT OF TOLE -30 DEGREES F. UNIT WAS PRAIR OF RS SCIM. THE BUS	PAILURE HODE-OUT OF TOLERANCE, FOUR OUT OF TOLERANCE LEARAGES OCCURRED DURING X-AXIS VIBRATION AT A TEMPERATURE OF -30 decrees F. unit was pressurized to bopsis Helium, the average leakage was 200 seim compared to the specificatio sate of RS scim. The Bustainer half -3 prose beal assement has found to be partially damages.	ES OCCURRED DURING) ERAGE LEARAGE WAS EG MAS FOUND TO BE PAR'	K-AXIS VIE 30 BCIN CC TIALLY DAN		AT A TEMPERATURE OF TO THE SPECIFICATION	

GENERAL DYNAMICS CONVAIR DIVISION

9901 807 61	DIFFICULTIES REVIEW-PHEUMATIC STRTEM-AIRBORNE	UMATIC STRTEM-AIRBOT	Ä			
BTSTEM BUS-BTSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE 31TE DATE DIF TIME DIF		PRI VENDOR NAME OTH VENDOR PART NO	<u>_</u>
CORRECTIVE ACTION-HOME.						00000
PMEUMATIC-A/B TANK PRESS	89-2023-1A FUEL TANK PRESSURE REGULATOR	UTP-BLT E7-00246-E9	640416 01	OTMER .	FLUIDGENICS P-846-29	13000
FAILURE HODE-OUT OF TO ONE SECOND. ONE SPINE I NOUCTED ON FIRE 305.	TOLERANCE. DURING THE HIGH FLOW BLT TEBTING, THE TANK PRESSURE OSCILLATIONS EXCEEDED S CPS FOR IN PRESSURE NENT UP TO 87.4 PRIG. THE UPPER BAND LIMIT IS 67.0 PRIG. A PAILURE ANALYRIS WAS CO	STING, THE TANK PRES LUPPER BAND LINIT 15	PRESSURE COCILLATIONS EXCEEDED S T 15 67.0 PSIG. A FAILURE AMALYSI	TIONS EX A FAILUR	CEEDED 3 CP3 FOR E AMALYBIS MAS CO	
CORRECTIVE ACTION-NOME, OUT OF ENIS AND SPECIMEN DETERIORATION	. OUT OF TOLERANCE CONDITIONS RESULTED FROM THE TYPE AND THE SEVERITY OF THE IMPOSED ENVIRONMINGMATION THROUGH USE.	ED FROM THE TYPE AM	THE SEVERIT	70 74E	IMPOSED ENVIRONM	
PAEUMATIC-A/B TANK PRESS	69F-1937-1 DISCONECT-COUPLING, PREUMATIC	UIP-SLT 27-00128-9	6 0419 01	OTHER T	YES AIRATERRA NO 4688-1	7000
FAILURE MODE-OUT OF TO IM. AT -30 DEGREES F TE	TOLERANCE. DURING VIBRATION TESTING AT 180 DESREEL F IN INE ENGACED POSITION, LEARAGE WAS RETENERATURE, LEARAGE MAS 140 BCIM, THE SPECIFICATION ALLOMABLE LEARAGE RATE IS 10 SCIM,	150 DESREEL F IN 14	E ENGAGED PO ABLE LEARAGE	BITTON.	LEARAGE WAS RE SC 30 SCIM.	
CORPECTIVE ACTION-1 NE.	. CONTINUE TEST.					
PNEUMATIC-A/B TANK PRESS	69F-1637-1 DISCONECT-COUPLING, PIEUNATIC	UTP-84.T E7-06128-11	#4(419 OI	OTHER T	7E3 AJRATERRA NO 4488-3	990963
FAILURE MODE-CUT OF TO IM. AT -30 DEGREES F TE	TOLERANCE. DURING VIBRATION TEBTING AT 180 DEGREES F IN THE ENGAGED POSITION, LEARACE HAS 22 SC TENNERATURE, LEARAGE WAS 140 BCIN. THE SPECIFICATION ALLOMABLE LEARAGE RATE IS 10 SCIN.	180 DEGREES F SH THE SPECIFICATION ALLON	K CHGAGED PO HBLE LEARAGE	BITION,	LEAKACE 1448 22 BC 10 BCIM.	
CORRECTIVE ACTION-NOME.	. CONTINUE TEST.					·
PHEUMATIC-A/B TANK PRE88	69-E025-1A FUEL TANK PRESSURE REGULATOR	UTP-BLT E7-06846-E9	640414 OI	OTHER T	YES FLUIDGENICS NO P-243-4	
PAILURE MODE-STRUCTURAL, OF THE THELVE MOUNTING BOI PS. THE MOUNTING BOLTS WE	PAL. DIFFICULTY IN CONTROLLING THE SINE VIBRATION IMPUT RESULTED IN ARMATURE M BOLTS NERE PRACTURED. THE BOLTS WERE REPLACED AND TESTING RESUMED. TESTING IS MERE ALL PRACTURED AND THE PUSION PLATE SASKET WAS BLOWN OUT.	E VIBRATICH IMPUT RE REPLACED AND TESTIN ATE SARKET WAS BLOWN	SULTED IN AN IS RESUMED. T I OUT.	MATURE O	OVER TRAVEL NINE	
CORRECTIVE ACTION-NOME	ME. OVER BESIGN LEVEL TESTING SUBSTANTIATES THIS KNOWN NEARWESS FOR VISRATION TVPE PAILLINE.	IATES THES KNOWN WEA	KNESS FOR VI	BRA 11 OH	TYPE PAILURE.	
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475/EM 406-478/EM	TEST/REPORT MUMBER FAILED COMPONENT MUME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIP	SITE PRI	PRS VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B TAME PRESS	FR-69H-1874.1 LOR PREMATIC STASING DISCONNECT	UTP-PRT E7-081E4-1/-3	640406	OTHER	YES MADLEY MO 10717-137-11	11 (200
FAILURE MODE-OUT OF SPEC BRATICH (PRT) IN Y-AKIS W MO. 2843-18.	OF SPECIFICATION, EXCESSIVE LEARAGE FROM 43 BCIM TO 120 BCIM EXISTED DURING AMBLEMT TEMPERATURE—VI -axis while in engage position, maximum spec level is 28 BCIM, Ref. 8/N 207-1944 AND RIE-2237 T.M.	S SCIM TO 120 SCIM CC LEVEL IS 28 SCIM	EXISTED DU • REF. S/N	RING ANB!	ENT TEMPERATURE-VI	
CCARECTIVE ACTION-NOME. PREDMATIC-A/D TAKK PRESS	69-EDES-1A FUEL TAIM PRESSURE	AESG ST AND FRR NO. FR 654-E-244. UTP-PRT REGULATOR E7-08246-E9	64040 6	OTHER	YES PLUIDGENICS NO P-243-6	
FAILURE MODE-OUT OF TOLE BAND LIMIT OF 66.3 PSIG.	OF TOLENAMEE. DURING THE POST VIBRATION LEARAGE FILL PERIOD! THE TANK PRESSURE DIPPED SELOM LONGA PSIG. THIS SPECINEN HAD THE SANE FAILURE MODE REPORTED ON APRIL 8:1964.	ARAGE FILL PERIOD, HODE REPORTED ON API	THE TANK P	TEBURE !	SPPED BELOW LONER	
CORRECTIVE ACTION-NOME.	CONTINUED TEST.					
Prematic-A/8 Tank Press	22-44-014/041996/L3-4MO-01-351 BOILOFF VALVE	CO40031TE-FRD/DFL E7-80730-849	331D 640494	F-3	VES CONVAIR NO	000733
FAILURE MODE-FAIL DURING E LOP. A SECRED CORNIT SE APPROXIMATELY A MINUTES	FAILUME MODE-FAIL DURING OPERATION. AFTER THE COUNT BEQUENCE STRATIC OPERATION OF THE BOILOFF VALVE WAS MOTED ON THE ELOP. A SECOND COMIT SEQUENCE WAS INITIATED AND PURTHER ERRATIC OPERATIC OPERATION CONTINUED UNTIL APPROXIMATED WATEL A HIMITES AFTER LOE DRAIN START. AFTER THIS THE OPERATION OF THE VALVE WAS MORMAL.	LE SARATIC OPERATION RATIC OPERATION NOT THE OPERATION OF TH	OF THE BO CD. ERRATI E VALVE NA	C OPERATI	WE WAS HOTED ON THE	
SYSTEM EFFECT-ERRATIC OPERATION. VEHICLE EFFECT-COMPOSITE DELAYED.	PERATION. E DELATED.					
CORRECTIVE ACTION-VALVE MAS REPLACED.	MAS REPLACED.					
PHEUBLATIC-A/B TANK PRE33	LV-SD-U8-3178F BOIL OFF VALVE	FAR 27-81448-827	3910	8-3	VE.B.	003880
FAILURE MODE-FAIL DURING URE, CAUSED BY MISALIGNED	G OPERATION. THE BOILOFF VALVE BID NOT MODULATE WHEN PRESSURE WAS ABOVE NAKIMAN RELIEF PRESS D BLOTS IN THE GUIDE MUTS ALLOWING SEAT TO BIND AND STICK IN UP PODITION.	IOT MODULATE WHEN PRI	ESSURE MAS	ABOVE NA DOITION.	ALIMM RELIEF PRESS	
CORRECTIVE ACTION-BUBVEY SACHETS. ECH 77ES OF JUN PAFEARINGE REVISION 9 ON	CORRECTIVE ACTION-BURVEY 59-64 REPLACED ALL VALVES WITH UNITS CONTAINING ARY-81550-7 BUIDE MERTING DIMENSIONAL REGU Repress. Ech 7721 of June 25: 1984 Created a 27-81550-6 Guide with wider blots and a 58 deale chander at the Embs. Paperackee revision 9 on 27-815890.	TS CONTAINING ART-E	1530-7 942 AM A 48 6	DE HEETI DESKIE CH	M DINEMBIONAL ACEN- MARCE AT THE EMB.	
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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

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PRI VENDOR NAME OTH VENDOR PART NO		M. POSSIBLE BO APRIL 30, 1964	MADLEY 10715-9 7ME 700L PROBE	BE PLACED ON PROBE TED TO USE TEFLON YES HADLEY NO 10714-19	GE PATE WITH COUPL T.M. NO. E843-15.	10714-13 IATE WITH COUP. 100. E643-13.
PR1	ž š	70 - 104 - 1	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	TO BE VESTED VES	SARAGE 1.H	S PAR 5
817£ TIME DIF	£.	CAUSE P G DRAIN NVAN 4-	FACTORY V TEST T	G NOT	OTAL LE E10-03	810-034 LE
VEHICLE DATE DIF	351D 640404	SEGUENCE. INUM DURIN MER TAX SA	1510 640402 70 A FALL?	55 VENDOR 640351		- CYCLE, T
DIF DATA SOURCE PART NUMBER	FAR 27-60730-648	PPESSURE DURING DRAIN SEQUENCE. CAUSE NOT KNOWN. POSSIBLE BO AROVE THE 4.7 PSIG MINIMUM DURING DRAIN. . HOTIFIED OF ANALYSIS PER THX SANYAN 4-EO7 OF APRIL 30, 1964	SCORECT COUPLING 27-DB122-3 640402 NO HADLEY D13CORECT COUPLING 27-DB122-3 640402 NO 10715-9 D13CORECT LEAKED EXCESSIVE AT 50 PS1 DUE TO A FAULTY TEST TOOL. THE TOOL PROBE FOLID IN THE UNIT. VENDOR DRAWING SPECIFIED A TEFLON SEAL.	ANDE SPECIFYING 10 B. PER RAF. LV-98-G8-310 UTP-PRT EP-G8120-3	ERATURE VIBRATION PROOFS 25 SCIM. REF. 8/N EG! FRR NO. FR-654-2-335. UTP-PRT	ET-081E0-1 ERATURE VIBRATION PROCE B ES SCIN. RGF. 8/N E00 FR NO. FR-084-2-335.
TEST/REPORT NUMBER FAILED COMPONENT NAME	LV-50-06-3134F 80110FF VALVE	RANCE. FAILED TO MAINTAIN TANK JENT TO MAINTAIN TANK PRESSURE E WOT COMFIRMED. SITE PERSONNEL	LV-99-06-3 STACING DI AKACE. THE E SEAL WAS	CORRECTIVE ACTION-NOT COMPIRMED. A TOOL DRAWING CHANGE AND MADE SPECIFYING IDENTIFICATION NOT TO BE PLACED ON PROBE SEALING SURFACES. TSTO SMS. ALTERED TO INSTALL NEW VALWED. PER RAF. LY-09-GO-STOS VENDOR MAS REQUESTED TO USE TEFLON EALS IN THE 27-OB122-5 DIRCONNECT HALWES. EUMATIC-A/B FR-09H-1906.1 EUMATIC-A/B RADIES OTHER YES HADLEY MR PRESS. HIAGING DISCONNECT COUPLING 27-00120-3	FAILURE MODE-OUT OF SPECIFICATION, DURING POST PRT TEMPERATURE VIBRATION PROOF CYCLE, TOTAL LEARAGE PATE WITH COMPLING IN EMANGED POSITION WAS 36 BCIN. ALLOMBLE LEARAGE IS 25 SCIN. REF. 8/N E09-E080 AND 210-0354 T.M. NO. E843-19. CORRECTIVE ACTION-NOME, REF. RTFN FRE NA F-4323-87 AND FRE NO. FR-654-2-333. WEUMATIC-A/B FR-69M-1964.1 UTP-PRT 640531 OTHER YES HADLEY	ANK PRESS STAGING DISCONDECT COUPLING ET-GRIEG-1 NO 10714-13 PAILURE MODE-CUT OF SPECIFICATION. PURING POST PRT TEMPERATURE VIBRATION PROOF CYCLE, TOTAL LEARAGE RATE WITH COUPLING IN EMANGED POSITION MAS 34 SCIN. ALLOMABLE LEARAGE IS ES SCIN. REF. S/N E09-E090 AND E10-0354 T.N. NO. E843-15. CONNECTIVE ACTION-MOME. REF. RTPN FAR NR F-4123-ST AND FAR NO. FR-814-2-335.
373TEN 31 6 -373TEN	PHE UMATIC-A/8 TANK PRESS	FAILURE MODE-OUT OF TOLE 14.0FF RATE WAS NOT BUFFIC CORRECTIVE ACTION-FAILUR	PMEUMATIC-A/B TAME PRESS STACING DI FAILURE MCCE-EXTERNAL LEARAGE. THE IMS UNDERSIZED. A SILICOME SEAL IMS	CORRECTIVE ACTION-MOT COMFIRMED. A TOOL DI SEALIME SURFACES. TSTO MAS ALTERED TO INS SEALIS IN THE 27-DB122-5 DISCONNECT MALWES. PMECHATIC-A/B FR-89H-1966.1 TANK PRESS. HTAGING DISCONDE	HODE-OUT OF GAECO POBITI WE ACTION-NE A/8	TAIN PRESS FAILURE MODE-CUT OF SPEC ING IN EMGAGED POSITION N CONNECTIVE ACTION-NOME.

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GENERAL DYNAMICS CONVAIR BIVISION

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	DIFFICULTIES REVIEW-PARCHATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBOR	¥				
8757EM 846 - 8757EM	TESTACPORT MINGER FAILED CONFORMT NAME	DIF DATA BOURCE PART NUMBER	VENICLE DATE DIF	111C 11ME 01F	9 0 1 1 1	VENICLE SITE PRI VENDOR NAME DATE DIP TIME DIP OTH VENDOR PART NO	<u></u>
PMCUMATIC-A/B TAME PMESS	89F-1888-1 DISCOMECT-STABING PHEUMATIC	UTP-PRT E7-061E8-3	53507	OTHER	ភូទ	YES B.N. MADLEY NO 10718-9	:
FAILURE MODE-CONTAMINATION, A OF THE PLASTIC CAP WAS PUSHED	INATION. A PLABIIC CAP MAS LEFT ON THE PATING END OF THE -1 BOOSTER HALF DUNING ENGAGEMENT. PART WAS PUSHED INTO THE -3 SUSTAINER HALF AND STUCK BEINEEN POPPET AND POPPET SEAT.	ATING END OF THE -1 D STUCK BEINEEN POF	BODSTER H	ALF DUATE	\$ <u>:</u>	GACCHENT. PART	
CORRECTIVE ACTION-STOP TEST.	1 537.						1
PIE DAN TIC-A/B TANK PRESS	69 1934/3-0171 LCY TANK PRESS PELIEF VALVE	UTP-PRT ET-08103-15	******	OTHER	ş g	HADLEY 10929-15	998373
FAILURE MODE-OUT OF TOLI SSURE OF 30.3 PSIG. BFTER RAWCE TO ES.9 PSIG. DURIN NO. 43407-E AND 43407-3.	FAILURE MODE-OUT OF TOLERANCE. DURING PRI ROOM TEMPERATUREE RANDON/SINE VIBRATION TESTING IN 2 AKIS WITH ULLASE PRE SSUKE OF 30.3 PSIG AFTER 50 SECONDS OF VIBRATION THE VALVE RELIEVED AND DROPPED THE TANK PRESSURE BELOW KINIMUM YOLE RANCE TO ES.5 PSIG. DURING THE POST VIBRATION TEST TOLERANCES NERE ALSO EKCEEDED BY 3 PSIG. REF. S/N 308-0316, T.M. NO. 43407-E AND 43407-3.	RANDON/SINE VIBRAT ELIEVED AND DROPPED S NEPE ALBO EKCEEDE	ION TESTIN THE TANK D BY 3 PSI	6 18 2 A	119 K	NTH ULLANE PRE W MINIMUM YOLE OB-OSIO, T.M.	
CORRECTIVE ACTION-NOME.	ECP 7362 PREPARED TO WIDEN SPECIFICATION TOLERANCES. REF. FOR MR F-4207 ST AND FRR ND. PR	ATION TOLERANCES. I	ŭ. 72	f-4207	¥ .	D FRR NO. FR &	
PREUMATIC-A/B TANK PKESS	6941854. LOX TANK PRESSURE RELIEF VALVE	UTP-PRT E7-06103-19	640383		ភ្ជំទ	TES HADLET NO 10125-15	
FAILURE MODE-OUT OF TOLE 7 PSIG MITM PEAR PRESSURE	TOLERANCE. DURING FULL FLOW RESPONSE THE CRACKING PRESSURE EXCEEDED THE UPPER BAND LINIT OF 34. SSURE OF 34.0 PSIG. REF.S/N 308-0318, T.H. NO.1 (JN45407-1).	E CRACKING PRESSURE M. NO.1 (JN45407-1)	. נאכנסט	THE UPPE	N N	D L2M17 Q 34.	
CORRECTIVE ACTION-LATER	TESTING INVALIDATED THIS FAILURE. RET. FPR HR F-4E02-ST AND FRR HD. US4-E-EDS.	C*, FPR IN F-4202-1	T AND FIRE	FO. 654-	6	•	
PMEUMATIC-A/B TANK PREBB	FR-69M-1969.3 PMEUMATIC RISE-OFF EIBCOMECT COUP 27-DAIRO-P LING	27-09-181 27-09180-7	403E0	OTHER	ž č	YES HADLEY NO 10829-3	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-CONTANINATI ROW THE AIRBCRNE MALF, TH ILURE, REF. 6/NEOS-2460 4	FAILUME MODE-CONTAMINATION. FCLLOWING PRT LOW TEMPERATURE VIBRATION IN 2-AXIS AS THE GROUND HALF HAS DIRCONNECTED ACH INE AIRBCHE HALF, THE POPPET IN THE AIRBCHE HALF STUCK OPEN. PARTICLE CONTAMINATION IS A BUSPECTED CAUSE OF ILLUME. REF. 6/NEOS-2440 44D 201-1881 T.M. 2845-13.	ISRATION IN 2-AXIS OPEN. PARTICLE COS	AS THE ENGITABLICH	MAD HALF	\$ 5 <u>0</u>	DISCOUNCIED F	
CORRECTIVE ACTION-CLEAN AND DRY THE BPECIME H FPR NR F-4206-81 AND FRR NO. FR 654-2-E11.	CORRECTIVE ACTION-CLEAN AND DRY THE BPECINEN AND BYBIEN. TESTING CONTINUED. NO CORRECTIVE ACTION REGUIRED. REP. RIP I PPR NR P-4206-ST AND PAR NO. PR 854-E-211.	STIME CONTINUED. NO	CORRECTIV	C ACTION	200	JACO. AEF. ATF	
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	DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE	HATIC SYSTEM-AIRBOR	¥				
STSTEM SUB-STSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E 71ME 01F	0 TR	PRI VENDOR HANE OTH VENDOR PART NO	
PME UPATIC-A/B	PRI-TP-1-5479.1REV.C FUEL TANK PRESSURE RELIEF VALVE	UTP-PET 27-06104-9	6160218	3/3	20	YES B.H. MADLEY WO 10326-9	***************************************
FAILURE MODE-OUT OF SPECE SPECE SPECE	FAILURE MODE-OUT OF SPECIFICATION. DURING POST VISRATION PROOF CYCLE, THE VALVE RESEAT MAS D.1 70 0.2 PSIG BELOM TH E SPECIFICATION REQUIREMENTS OF 88.5 PSIG. FTR 5087, B/N 401-1252.	OOF CYCLE, THE VALV	E REDEAT H	N 0 .1 76	9.00	Pale BELOW TH	
CORRECTIVE ACTION-NOME.	FPR 5087, FRR 654-2-337.						
PMEUMATIC-A/B TAME PRESS	FR-59M-1966.1 STAGING DISCOMECT COUPLING	UIP-FRT E7-061E0-1	640319	OTHER	4 Q	YES HADLEY NO 10714-13	3.000
FAILURE MODE-OUT OF SPECIFICATION, DUR. ROH 44 TO 90 SCIM MERE EXPERIENCED MITH RO9-2080 AND 2:0-0394 7.M. NO. R843-12	FAILURE MODE-OUT OF SPECIFICATION, DURING PRT LOW TOPPERATURE VIBRATION IN 2-AXIS EXCESSIVE LEARAGE RATES RANGING F Rom 44 to 90 Scim were experienced with compling both engaged and disenkaged, allowable learage is 25 scim, ret, s/m 209-2080 and 210-0394 7.M. No. 2043-12	MC VIBRATION IN 2.4 ID AND DISENGACED. A	LLOMBLE L	IVE LEAK	166 m	LTES RANGING F KIN. RET. S/N	
COKRECTIVE ACTION-NOME.	COKRECTIVE ACTION-NOME, REF. RITH FRR NR F-4197-ST AND FRR NO. FP 434-2-202.	ND. FP 654-2-202.					
PHEUPUTIC-A/B TANK PRENS	FR-69M-1966.1 STACING DISCONNECT COUNLING	UTF-PRT 87-06180-5	616021	OTHEO CONTRACTOR		10714-18	\$600
FAILURE MODE-OUT OF SPECIFICATION, DURI ROM 44 TO 90 SCIM WERE EXPERIENCED WITH 209-2080 AND 210-0354 T.H. NO. 2643-12.	FAILURE MODE-OUT OF SPECIFICATION. DURING PRY LOW TENVERATURE VIBRATION IN 2-AXIB EXCESSIVE LEARAGE RATES RANGING F Rom 44 to 90 Scim Were Experienced with coupling both engaged and dibenhaged. Allomble Learage is 23 BCIM. Ref. S/N 209-2000 and 210-0354 T.M. No. 2845-12.	RE VIBRATION IN 2-A ID AND DIBENGACED. A	KIB EKCESS	IVE LEAK EAKAGE 11	3 8 8	NTES RANGING F Heim. Ref. 3/m	
COPRECTIVE ACTION-NOME.	REF. RITH FIRM NO F-4197-ST AND FIRM	NO. FR 654-2-202.					
PECMATIC-A/B TANK PRESS	69F-1696-1 DISCONECT-STAGING	UTP-PRT E7-001E8-1	64 0318		7.C.	VES 8.H. HABLEY NO 107:0-11	• • • • • • • • • • • • • • • • • • • •
FAILURE MOCE-OUT OF TOLE F 10 CPS. THE SPECIFICATI	' folerance. During low temperature vibration bean, bpecimen learabe was be bein at a prebubney o Fication cate is es bein.	TION BCAN, BPCCINEN	LEAKAGE W	A	# A	A PRESUENCY O	
CONECTIVE ACTION-NOME.	WORE, CONTINUE TESTING.						

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FAILURE MODE-FAIL DURING OPERATION. BURHITTED FOR AMEIVEIS AFTER MISSLE DESTRUCTION. NO EVIDENCE WAS FOUND TO SUBSTANTIATE POSSIBLE RELIEF VALVE PAILURE BEFORE DESTRUCTION OF MISSILE. THIS VALVE FAILED DUE TO MISSILE DESTRUCTION. THIS IS A DECOMBARY FAILURE.

NO 8.H. HABLET NO 10525-5

90f 640309

27-06103-3

A-GR-06-3173F RELIEF VALVE-LOX TANK PRESSURE

PACUMATIC-A/B TANK PRE38 ATT LINE SE CHARLES

GENERAL BYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE

3737EP 848-378.EM	TEST/REPORT MAGER PAILED COMPONENT MANE	DIF DATA SOUNCE PART NUMBER	VEHICLE DATE OUF	11 TE 01	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	8	
PMEUMATIC-A/B TAME PRESS	49F-1898-1 DISCOMECT-87A51M6 PHEUMATIC	UTP-PRT E7-041E8-3	640316	OTHER	YES B.H. MADLEY NO 10718-9		• • • • •
FAILURE MODE-CUT OF TOLERANCE, BURING LOW T F 10 CPS. THE SPECIFICATION RATE IS 25 BCIN.	OLERANCE. DURING LOW TEMPERATURE VIBRATION SCAM, SPECINEM LEARACE WAS 98 SCIM AT A PRESUENCY O SATION RATE IS 25 SCIM.	ATION SCAM, SPECIMEN	LEAKAGE W	158 96 31	N AT A PREGUEN	0	
CORRECTIVE ACTION-NOME. CONTINUE TESTING.	CONTIME TESTING.						
PHEUMATIC-A/S TANK PRESS	A-09-06-3168F R 9EAL	FAR 63-67900-075	147F 640310	FACTORY	NO HARRISON NO 1214DCLE		26 25 26
FAILURE MODE-EXTERNAL LE AND PARALLELISM ARE OF MA MATIME UNION SURFACES LINE	LEAKAGE, EIGHT PHEUMATIC UNIONS USING K-SEALS LEAKLD AT BOOD PSI. CAUSE NOT KNOMM, ROUGHHESS Major Importance-no check was made for Elther. Presence of Excessive plumbolube combilion of Umendam, no defect in material or fabrication found. This is not a k-beal failure.	IC K-SEALS LEAKED AT 3 OR EITHER. PRESENCE (IRICATION FOUND. THIS	1000 P81. (OF EXCESS! 18 NOT A I	CAUSE NOT	KNOWN, ROUGHH LUBE COMDITION TLURE,	3 8	
CORRECTIVE ACTION-NO WEAL	MEANINGIOL CORRECTIVE ACTION CAN BE TAKEN. REFERENCE FAR LV-RD-00-3151 FOR ANOTHER ANALYSIS OF	AKEN. REFERENCE FAR I	.V-80-08-9	151 FOR A	MOTHER AMALYSI	8	
PHE WATIC-A/B TANK PRESS	A-04-08-3176F Boil OFF VALVE	FAR 27-08598-3	90£ 0708	W.C.	NO AIRESEARCH NO 122266-3-1		683289
FAILURE HODE-STRUCTURAL. TO A SUDDEN PRESSURE BUR 6 BUTTERELY AND THE TERLO VIDENCE OF VALVE FRACTURE ELT DANANCED TOO: THIS OCC FIRE AND MERE BOOT FREE.	FAILURE MODE-STRUCTURAL, VALVE SUBMITTED FOR AMALYSIE AFTER DESTRUCTION OF MISSILE BY FIRE, BUTTERFLY CANE OPEN DUE TO A SUDDEN PRESSURE SURFE WITH SOLENDID BYTLL IN LOCKUP, MOLTEN ETAL AND OTHER DEBRIS MERE TRAPPED BETMEEN CLOSIN 6 BUTTERLY AND THE TEFLON BORE, THE PRESSURE BURGE RUPTURENTS PREVENTING FURTHER OFENING OF BUTTERLY, NO E VIDENCE OF VALVE FRACTURE, THE CASTING MAS STRUCK AND CAVED IN FIRMLY LOCKING BUTTERLY, OTHER COMPONENTS MERE SEVER ELY DAMAGED TOO. THIS OCCURRED WHILE VALVE MAS EXPOSED TO FIRE AND MERE BOOT FREE.	ER DESTRUCTION OF MISSENTEN METAL AND OTHER COMPONENTS PREVENT IN FIRMLY LOCKING BITTE. FINAL FRACTURES	SILE BY FILE BY FILE OF FURTHER VITER OCCURRED O	TE. BUTTE	RFLY CANE OPEN PED BETNEEN CL OF BUTTERLY. POMENTS NENE S NE NAS EXPOSED	DUE OS SE TO TO	
CORRECTIVE ACTION-17 MAS R. DESTRUCTION OF MISSILE BOF.	WAS RECOMMENDED THAT THIS AMALYSIZ BE DISTRIBUTED TO PERSONNEL AND AGENCIES INVESTIGATING THE : BOF.	DISTRIBUTED TO PERS	DHEL AND	NGENCIES	invertibe	Ĭ	

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SYATEN SVB-SYBIEN	FAILED COMPONENT NAME PART NUMBER D	DIF DATA SOURCE	VENTCLE DATE DIF	817E	VEHICLE SITE PRI VENDOR MAINE DATE DIF THE DIF OTH VENDOR PART NO	3 5	
1 8	SALTS OF THIS AMLYSIS WERE FORMANDED TO AIR FORCEPERSONNEL AND ASENCIES CONDUCTING THE INVESTI	TO AIR FORCEPERSONS	SL AND ASEN	000 E31	KTING THE IN	7	4.0300
PHEUNATIC-A/B Take PRESS	LV-60-06-5182F DUCT-LOH TANK PRESSURIZATION	FAR 7-73513-1	2960 640507	F-2	YES PRECISION SHEE NO T METAL 7-73313-1	1	****
FAILURE MOJE-OUT OF TOLI SSEMELY, DURING INITIAL I	TOLERANCE, THE DUCT WAS BULGED OUT, ADJACENT TO A SEAM MELD AT THE FORMER END OF THE BELLOWS TAL FABRICATION. NO LEAKAGE WAS RECORDED, A ROLLER SPOT BEAM WELD HAS SUBSTANDARD BUT PROBABLY NORMAL PRESSURES. THE DUCT DID NOT FAIL FUNCTIONALLY.	DJACENT TO A SEAM VEC ED. A ROLLER SPOT BEL L FUNCTIONALLT.	LO AT THE PLANE AND LELE MAS	SUBSTAND	O OF THE BELLIAND BAT PROBA	000 BLV & A	
CORRECTIVE ACTION-VENDOR INCOR E MODE, REFERENCE WAR 8482-44.	CORRECTIVE ACTION-WENDOR INCORPORATED A NEW NELD SCHEDULE JULY 1: 1984; GD/C OUTSIDE PRODUCTION MAS A ADVISED MODE. REFERENCE VCAR 8482-84.	JULY 3, 3964. 60/C	JUTATOE MEGI	oction w	18 A ADVISED	<u>z</u>	
PACURATIC-A/B TANK PRESS	LV-90-08-5177F DIFFERENTIAL PRESSURE SALTON	FAR 27-00130-1	220m	7.4	VES HVDRA ELECTRIC NO 32018-1		•1361•
CORRECTIVE ACTION-SMITCHES (ACTION-SMITCHES CYCLED THROUGH CALIBRATION AND NOW CLEANED AND DRIED IN A VACUUM OWEN PER NS-63.24C TO	NOW CLEANED AND DREE	D IN A VAC	NAN OVEN	NER 143-63-240	4 0	
	60F-2029-SA FUEL TAKE PRESSURE REGULATOR	UTP-94.7 27-00248-28	42019	5	YES FLUIDGEMICS NO F-EAS-6		991 J 98
FAILURE MOSE-OUT OF TOLI SIG BELOM NINIMUM LINIT (TOLERANCE, DURING THE LEARGE FILL PERIOD, PRIOR TO INITIATION OF PLOM, TANK PRESSURE WAS 1.6 HIT OF 84.5 PSIG. THIS BPECIMEN HAD THE BAME PAILUME MODE REPORTED ON PEDWARY S. 6 AND RT. 1984	RICO, PRICR TO INÍTE. E RANC PAILUNE MODE I	ATION OF PLANTS	PEDUARY	RESSURE UNS 5. 6 AND ET.	• • •	
CORRECTIVE ACTION-NOME.	CORRECTIVE ACTION-WOME. CONTINUE TEST, SPECINEN DETERIORATION WITH TERTING CAUSED THE DOMANARD BHIFT IN TANK PRESSU E.	TION WITH TEATING CA	18ED THE DOI	HE CHANGE	1FT 18 TANK 0	>683	
PACICIATIC-A/B TANK PRESS	LV-89-08-817EF ACLEMOTO-LOR BOIL OFF VALVE	FAR E7-06546-801	723070	FACTORY	7ES 1MC MACHETICS NO SQ473-3	110	
FAILURE MODE-FAIL TO OPERA REBUIRCO BY C.O.P. 510.11.	OPERATE AT PRESCRIBED THE. BOLENOID WOULD NOT OPERATE AFTER AEING ENERGIZED FOR 30 MINUTES AS 10-11.	WOULD NOT OPERATE AL	100 100 10	THE THE SECTION IS NOT THE SECTION IN THE SECTION IS NOT THE SECTION IN THE SECTION IS NOT THE SECTION IN THE SECTION IS NOT TH	POR SO MINUT	:	
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CONSICTIVE ACTION-TESTING ACROINEMENTS OF DRAWIN REPLACES WER CHANGED BY REVISION TO STOCKTY 22 MATHER THAN 25 TO STOCK TOWN TOWN ASSOCIATED AND DRAWIN REPLACEMENTS THAN ACCORDING TO THE PROCESS OF THE PERSONS DAMING TOWN ASSOCIATED AND THE PERSONS DAMING	ACTION-TESTING REQUIREDENTS OF DANNING ET-BIASS WERE CHANGED BY REVISION TO STECITY 24 ANTHER THAN 23 XANT CHANGE AND CHANGES THE CONTINUE AND EXCENSES THE CHANGES BY ALLAN ACTION. PRE AREA (19-6-6-1578 ALE FORM A 14-55-6-1516 ALE FORMADED TO FOUND FAILURES. A 14-55-6-1516 ALE FORMADED TO FOUND FAILURES. SAC-55-6-1516 AND ALE FORMADED TO FOUND FAILURES. SAC-55-6-1516 AND ALE FORMADED TO FOUND FAILURES. SAC-55-6-1516 AND ALE FORMADED TO FOUND FAILURES. SAC-55-6-1517 AND ALE FORMADED TO FOUND FAILURES. SAC-55-6-1517 AND ALE FORMADED TO FOUND FAILURES. SAC-55-6-1517 AND ALE FORMADED TO FOUND FAILURES. SAC-156-6-1517 AND ALE FOUND FAILURES. ACTION-NO CORRECTIVE ACTION TAKEN AT THIS TIME, PREVIOUS ACTION PERMATED FROM RAY U-SO-6-3644, FAILURES. SAC-155-6-1517 TO APPLY TO FEDULE FREVENT LUBBICANT MAS FOUND. PERSONNEL USING FROM FERTING OF THE OTHER FOUND FAILURES. SAC-156-6-1517 TO APPLY TO FEDULE FREVENT LUBBICANT LUBBICANT FROM FERTING OF THE OTHER FOUND FAILURES. SAC-156-6-1517 TO APPLY TO FEDULE FREVENT LUBBICANT LUBBICANT FROM FERTING OF THE OTHER FOUND FAILURES. SAC-156-6-1517 TO APPLY TO FEDULE FREVENT VIBRATION TESTING. EXTENDED LEASED FOUND FAILURES. SAC-156-6-156 TO TOLESANCE. DUBING MICH AND LOCK TOPERATURE VIBRATION TESTING. EXTENDED LEASED FOUND FAILURES. SAC-156-6-156 TO TOLESANCE. DUBING MICH AND LOCK TOPERATURE VIBRATION TESTING. EXTENDED LEASED FOUND FAILURES. SAC-156-6-156 TO TOLESANCE. DUBING MICH AND LOCK TOPERATURE VIBRATION TESTING. EXTENDED LEASED FOUND FAILURE TESTING FAILURE	SYSTEM \$UB-\$72TEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DITE D	VEHICLE BITE PRI VENDOR NAME DATE FIFF THE BIF OTH VENDOR PART NO	
DOILOFT VALVE BOLLOFT BOLLOF	BOILOF VALVE BOILOF VALVE BOILOF VALVE BOOLOF VALVE BOILOF VALVE BOILOFF VALV	CORRECTIVE ACTION-TESTS VOLTS. TEMPORARY CHANGE CTIONAL TESTING WILL BE AUSVER TO RAR LV-99-08-3 7-81448 SENSOR ASSENBLY	ME REQUIREMENTS OF DRAWING ET-6144 PUTHORIZATION 4 TO E.O.P. 310.31 A PER INITIAL ACCEPTANCE TEST REQUIRE TOE A NEWO OF AUGUST ES, 1944 INFO BE FORMANDED FOR FUTURE FAILURES.	CCOMPLISHED BY RECEDING BY RESERVED SHEELFED ON RHED INSPECTION OF THE	VISION Y TO SPECI ACTION, PER RAR L THE SPECIFICATION HIS PROBLEM AND R	FT E4 RATHER THAN 23 V-9-9-DB-3767 ALL FUM CONTROL DRAWING. IN EQUESTED THE ENTIRE 2	*
FEFFIL TO OPERATE AT PRESCRIBED TIME, VALVE CONTROLLER WOULD NOT LOCK UP THE VALVE. ALSO EXTERNAL LEAKAGE. BOTH WERE CAUSED BY THE BOIL-OFF VALVE BEING SHOULD NOT LOCK UP THE VALVE. ALSO EXTERNAL LEAKAGE AND UNDERSOINE A DIRECT CONTROLLER AT THIS TIME. PREVIOUS ACTION RESULTED FROM RAR LY-SD-08-3644, FAR LY- THIS INCLUDED DISSEMBLY OF 3 STOCK SOLEDID SENGES. NO LOCK SAFE LUBRICANT WAS FOUND. PERSONNEL USING THIS INCLUDED DISSEMBLY OF 3 STOCK SOLEDID SENGES. NO LOCK SAFE LUBRICANT WAS FOUND. PERSONNEL USING THIS INCLUDED DISSEMBLY OF 3 STOCK SOLEDID SENGES. NO LOCK SAFE LUBRICANT WAS FOUND. PERSONNEL USING THIS INCLUDED DISSEMBLY OF 3 STOCK SOLEDID SENGES. NO LOCK SAFE LUBRICANT WAS FOUND. PERSONNEL USING THE HISTORICATION TO FEMALE THERE AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE DWASCED PERSOSCIN. THE SPECIFICATION LEAKAGE RATE IS 10 SCIN. BEGOSCIN. THE SPECIFICATION THE	HEFFELL TO OPERATE AT PRESCRIBED TIME, VALVE CONTROLLER WOLD NOT LOCK UP THE VALVE. ALSO EXITEMAL LEAKAGE. BOTH WERE CAUSED BY THE BOIL-OFF VALVE BEING AUGHECTED TO ENVIRONMENTS IN EXCESS OF DESIGN REQUIREMENTS. ACTION-NO CORRECTIVE ACTION TAKEN AT THIS TIME, PREVIOUS ACTION REDULTED FROM MAR LV-BD-06-3644, FAR LV-THIS SINCLUDED DISASSENGEY OF 3 STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT FROM GETTING OF THE OTHER THIS STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT FROM GETTING OF THE OTHER THIS STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT FROM GETTING OF THE OTHER THIS STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT FROM GETTING OF THE OTHER THIS STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT TO STOCK SOLDOID SENGOS. NO LOCK SAFE LUBRICANT TO AGAIN OF SAFE LUBRICANT TO AGAIN THE DEMAGED PROCESS. SOCIOUR OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. OWNING TEST. SECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE OWNING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE OWNING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE OWNING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE OWNING HIGH AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED PROCESS. SECONT OF TOLERANCE AND LOW TEMPERATURE VIBRATION TESTING. EXTERNAL LEAKAGE IN THE ENGAGED	MEUMATIC-A/B	34.Y-99-04-3171F BOILGFF VALVE	FAR 69-60200-1	1	1	*
ACTION-NO CORRECTIVE ACTION TAKEN AT THIS TIME. PREVIOUS ACTION RESULTED TROM BAR LV-80-04-3644. FAR LV-1818 INCLUDED DISASSENCY OF 3 STOCK SOLEDIOD BENGORS. NO LOW SAFE LUBRICANT WAS FOUND. PERSONNEL USING THE STRUCK STATES OF THE STATES O	ACTION-NO CORRECTIVE ACTION TAKEN AT THIS TIME. PREVIOUS ACTION RESULTED FROM BAR LV-SD-GG-5864. FAR LV-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-ST-	FAILURE MODE-FAIL TO OP E PAST MELD. BOTH MERE C COMPOMENT WAS UNDERGOIN	ERATE AT PRESCRIBED TIME, VALVE CO AUSED BY THE BOIL-OFF VALVE BEING : 16 A DIRESS LIMIT TEST.	NTROLLER WOULD NOT L SUBJECTED TO ENVIRON	OCK UP THE VALVE. Ents in excess of	ALSO EXTERNAL LEAKAG OESIGM MEBUINEMENTS.	
DESCONDECT-COUPLING, PREMATIC 27-DBIED-11 00HER YES ATRATERED OF A488-3 DE-COT OF TOLERANCE. DURING HIGH AND LOW TECHERALURE VIBRATION TESTING, EXTERNAL LÉARAGE IN THE DMAGED P 2609CIN. THE SPECIFICATION LEARAGE RATE IS 10 SCIN. ACTION-MONE. CONTINUE TEST. DE-COT OF TOLERANCE. DURING HIGH AND LOW TECHERATURE VIBRATION TESTING, EXTERNAL LÉARAGE IN THE ENGAGED P 2809CIN. THE SPECIFICATION LEARAGE RATE IS 10 SCIN. ACTION-MONE. CONTINUE TEST. ACTION-MONE. CONTINUE TEST. BOARDIAN YOUR SPECIFICATION LEARAGE RATE IS 10 SCIN.	DESCRIPTION OF THE SPECIFICATION LEARNER PROMUTE 27-DEED-11 040E11 OTHER TES ATRATERED DESCRIPTION TO THE SPECIFICATION LEARNER RATE IS 10 SCIN. ACTION-NOME. CONTINUE TEST. DECONT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROTECUT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION LEARNER AND LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARNER IN THE EMAGED PROSPECIAL THE SPECIFICATION TESTING TESTING TESTING TESTING THE SPECIAL THE SPECIAL THROUGH THE SPECIAL THROW THE SPECIAL THROUGH THE SPECIAL THROUGH THE SPECIAL THROUGH T	CORRECTIVE ACTION-NO CO 90-66-3156, THIS INCLUDE THE LUBRICANT NERE INSTR NAMIC SURFACES.	RRECTIVE ACTION TAKEN AT THIS TINE. D DISASSEMBLY OF S BYDOK SOLENDID UCTED IT TO APPLY TO FEDALE THREAD	. PREVIOUS ACTION RE SENSORS. NO LOX SAFE S CHLY. THIS WILL PR	BULTED FROM RAR L LUBRICANT WAS FO EVENT LUBRICANT F	V-BD-06-3664, FAR LV- UND, PERSONNEL USING ROM GETTING ON TME DY	
DE-OUT OF TOLERANCE. DURING HIGH AND LOW TEMPERATURE VIBRATION 16871NG, EXTERNAL LEAKAGE IN THE ENGAGED P ACTION-NOWE. CONTINUE TEST. DISCONDECT-CONFLING, PREVMATIC ET-DRIEB-P OISCONDECT-CONFLING, PREVMATIC ET-DRIEB-P DISCONDECT-CONFLING, PREVMATIC ET-DRIEB-P ACTION-NOME. CONTINUE TEST. ACTION-NOME. CONTINUE TEST. GAARIAS BOLLOFF VALVE-BOLENDID GAARIAS HO HO HO BOLDOF VALVE-BOLENDID GAARIAS HO HO BOLDOF VALVE-BOLENDID HO BOLDOF VA	DE-COT OF TOLERANCE, DURING HIGH AND LOW TESPENATURE VIBRATION 16871M6, EXTERNAL LEARAGE IN THE EMAGED P 2609CIN. THE SPECIFICATION LEARAGE RATE IS 10 SCIN. 10 66F-1937-1 11 66F-1937-1 12 66F-1937-1 13 CONTINUE TEST. 14 66F-1937-1 16 66IN. THE SPECIFICATION LEARAGE RATE IS 10 SCIN. 17 66F-1937-1 18 696-1937-1 18 696-1937-1 18 696-1937-1 18 696-1937-1 18 696-1937-1 18 10 SCIN. 18 10 S	MEJMATIC-A/B IANE PRESS	69F-1957-1 DISCOMECT-COUPLING: PHEUMATIC	UTP-PRT 27-06126-11		YES ATRATEMMA NO 4486-3	99066
DESCRIPTIONER TEST. 1 69F-1957-1 1 09F-1957-1 1 09F-195	DESCRIPTION OF TOLERANCE DURING HEAD LOW TEMPERATURE VIBRATION TESTING, EXTERNAL LEARAGE IN THE ENGAGED P 2805CHM. THE SPECIFICATION LEARAGE RATE SO DESTM. 405E07 CONTINUE TEST. 605LOFF VALVE-BOLENDS 09-6000-1 605LOFF VALVE-BOLENDS 69-60000-1	FAILURE MODE-OUT OF TOL.	ERANCE. DURING MIGH AND LOW TENPER. SPECIFICATION LEARAGE RATE 18 10	ATURE VIBRATION 1EST SCIN.	ING, EXTERNAL LEA	KAGE IN THE ENGAGED P	
DISCONDECT-COMPLINE, PREVANTIC ET-DBIES-6 MODELL OTHER TES ALRATERA DISCONDECT-COMPLINE, PREVANTIC ET-DBIES-6 MO 4496-1 ZEDSCHM. THE SPECIFICATION LEARAGE RATE 19 9C.1M. ACTION-NOME. CONTINUE TEST. 6942145 BOLLOF VALVE-BOLENDE 69-60200-1 MODELL OTHER TEST. 1079-RT 69-60201	DISCONDECT-COMPLINE, PREVANTIC ET-DELEG-6 MODELL OTHER TES ALRATERIA DISCONDECT-COMPLINE, PREVANTIC ET-DELEG-9 MO 4494-1 ZEDSCHM. THE SPECIFICATION LEARAGE RATE 19 967M. 40710M-NOME. CONTINUE TEST. 40402148 40607 4	CORRECTIVE ACTION-NOME.	CONTINUE TEST.				
FAILURE MODE-OUT OF TOLERANCE, DURING HIGH AND LOW TEMPERATURE VIBRATION TEBTING, EXTERNAL LEARAGE IN THE ENGAGED P CORP.CTIVE ACTION-NOME, CONTINUE TEBT. WEUMATIC-A/B #### PRESS ### PRESS	FAILURE MODE-OUT OF TOLERANCE. DURING MICH AND LOW TEMPERATURE VIBRATION TEBTING, EXTERNAL LEAKAGE IN THE ENGAGED P CORP.CTIVE ACTION-NOME. CONTINUE TEBT. WEUMATIC-A/B BOLLOFF VALVE-BOLENDID BO-60200-1 BO-60200-1 BOLDOFF VALVE-BOLENDID BO-60200-1 BOLDOFF VALVE-BOLENDID BO-60200-1	NEUMATIC-A/B TANK PREBS	08F-1957-1 DISCORECT-COVELING, PREUMATIC	U7P-PR7 E7-061E8-9		YES ATRATERRA NO 4498-1	20000
ACTION-NOME. CONTINUE TEST. 6942145 6942145 60110FF VALVE-SOLENDID 69-50200-1 HD	CORP.CTIVE ACTION-NOM. CONTINUE TEST. NEUMATIC-A/B 6942145 ANK PRESS BOILOFF VALVE-BOLENDID 69-60200-1 HO	FAILURE MODE-OUT OF TOU	erance, during high and low temper. Specification learage rate (0-10-	ATURE VIBRATION TEST 6CIM.	ING, EXTERNAL LEA	RASE IN THE ENGASED P	
6942145 UTP-BLT 640207 CONVAIN YES GOILGEY YALVE-BOLENDID 69-80200-1 NO	NEUMATIC-A/B 6942145 UTP-8LT 640207 CONVAIR YES 80/A ANG PRESS BOILGPT VALVE-BOLENDID 69-60200-1 NO	CORP.CTIVE ACTION-NOME.	CONTINUE				
		NEUNATIC-A/B ANK PRESS	6242145 GOLGFF VALVE-BOLENDID	UTP-BLT 69-60E00-1	1	5 €	•

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SYSTEM SUC-SYSTEM	TESTAREPORT NUMBER DIF DATA BOURCE V	DIF DATA BOURCE PART NUMBER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	1E 01F	I VENDOR NAME	,
CORCECTIVE ACTION-NOME.	SINCE THE UNIT PABBED THE PRT TEBTB AND FAILED THE BLT TEBTS. REF FRR FR 654-2-160.	8 AND FAILED THE BLT	TESTS. REF FR	2 E7 K	1-2-160.	•
PHE UMATIC-A/B TAME PRESS	TP-1-5470.1 FUEL TANK PRESS. RELIEF VALVE	UTP-PET 27-08104-9	2/03 203079		VES B.H.MADLEY WO 10526-9	55000
FAILURE MODE-OUT OF TOLE 1.0 PSIG (MITHOUT DUCT). EN ALLOMBLE LIMIT 13 71. CORRECTIVE ACTION-1. RET	FAILURE MODE-OUT OF TOLERANCE. DURING THE 18PT FULL FLOW RESPONSE TEST THE UNIT EXCEEDED THE UPPER LIMIT SY 0.5 TO 1.0 PS16 (WITHOUT DUCT). TANK PRESSURE WAS 0.4 TO 0.5 PS16 BELOW FULL FLOW PRESSURE WHEN VENT DUCT WAS ON THE SPECIM EN ALLOWABLE LIMIT 13 71.7 PS16. FPR 5089, 8/N 307-0513 FET LOT NO. 1. CORRECTIVE ACTION-1. RETEST AT VENDOR FACILITY TO CONFIRMED FAILURE. 2. LOT 1 UNITS (8LV) MERE RECYCLED TO VENDOR FACILITY OF CONFIRMED FAILURE. 4. LOT 2 UNITS (8LV) MERE RECYCLED TO VENDOR FOLL FLOW TESTS. 3. LOT 2 PET SAMPLE TO BE TESTED INNERDIATELY. 4. LOT 2 PRIT PASSED SUCCESSFIALLY. UNITS ARE BEING	ESPONSE TEST THE UNI BELOM FULL FLOM PMES LOT NO. 1. 0 FAILURE. 2. LOT 1 ATELY. 4. LOT 2 PET	T EXCEEDED THE SURE WHEN VENI UNITS (SLV) WE PASSED SUCCESS	OUCT M PIECY	LIMIT ST 0.5 TO AS ON THE SPECIM CLED TO VENDOR F UNITS ARE SEING	
PRECRATIC-A/8 TANK PRESS	ACHAITC-A/B 6942143 BOILOFF VALVE 89-5120 BUT-3LT BOILOFF VALVE 89-5120-1		840208 60/C	1	YES 40/C	100
FAILURE MOE-EXTERMAL LE M OF CHZ ALLOMED. LENKAGE LD. REF. FPR NR F-4148 31 CORRECTIVE ACTION-TEST C	FAILURE MODE-EXTERMAL LEAR, DURING SLT VIBRATION ON AXIS 11 (P) THE UNIT LEAKAGE RATE WAS GREATER THAN THE 0.03 SCF M OF GHZ ALLONDO, LEAKAGE RATES WERE UP TO 2.2 SCFM. PART OF THE LEAKAGE WAS CAUSED BY A 0.01 SCFM LEAR IN A SEAN ME. LD. REF. FPR MR F-4148 ST. 3/H 308-0002. CORRECTIVE ACTION-TEST CONTINNED. REF. FRR FR 854-2-140.	1 (2) THE URIT LEAKA F THE LEAKAGE WAS CA	GE RATE WAS GA USED BY A 0.01	F 2008 E 2008 E 20	MAN THE O.OS SCF EAR IN A SEAN ME	
PAEUMATIC-A/B TANK PRESS	69F1962 HELTUM CHANGEOVER VALVE MOTOR	UIP-PRT 27-00110-13	6402D6 OTHER	7E3	MOBERTAMAN FUL. TON 1090-E4001	2
FAILURE MODE-STRUCTURAL. 0.75 BECONDS. THERE WAS M RAENT TRACE. MOTOR MOUNT!	FAILUME MODE-STRUCTURAL. FOLLOWING FIRST ANIS VIBRATION PRT, VALVE RESUIRED 1.3 SECONDS TO CLOSE, RESUIRED TIME 18 0.75 SECONDS. THERE WAS NO FLOW. STATIC PRESSURE WAS 5075 PSIG. OTHER ATTEMPTS TO OPERATE, SHOWED EXTREMELY HOISY CORENT TRACE. MOTOR MOUNTING SCREWS WERE LOOSE-BONE BROKEN. PPR 4135.	T, VALVE REGUIRED 1. 816. OTHER ATTEMPTS FPR 4185.	S SECONDS TO (100E. R.	EDUIRED THE 18 TREMELT MOIST CU	
COMECTIVE ACTIONS OF	66-E025-1A FRESUME REGULATOR 27-0626-29 640205 CINES FUEL 1ANK PRESSURE REGULATOR 27-0626-20 640205	UTF-PRT 27-06-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-	P-243-6 OTHER 440203		TE FLUIDGENICA	
PAILURE MODE-DUT OF TOLE ELOW THE LOMER BAND LINIT	FAILURE MODE-OUT OF TOLEBANKE, DURING THE POST VIDRATION LEARANE FILL PORTION OF THE TERT, THE TANK PRESSURE LENT D Low the LOMER BAND LIMIT BY 0.88 PBIG. DURING THE PLOW PORTION, PLOW MAS BELOW BAND LIMIT FOR LO BECOMDS.	EAKANE PIEL PORTION TION, PLOM MAS BELOW	OF THE TERT, I BAND LINIT FO	ME 7AIR.	PRESSURE LENT B COMDE.	
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	DIFFICULTIES REVIEW-PREUMATIC STRIEM-AIRBORNE	EUNATIC SYSTEM-AIRBOT	¥.				_
3731EM 308-3731EP	TEST/REPORT MUNBER	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	811E 118E 01F	I M T	VENDOR NAME	
CORRECTIVE ACTION-W	IONE. CONTINUE TEST. DOMMAND BHIFT IN PRESSURE MAY HAVE RESULTED FROM VIBRATION DETERIORATION	PRESSURE MAY HAVE RE	JULTED FROM	VIBALTIC	130	ERIORATION OF	
PNEUMATIC-A/B TANK PRESS	LV-A9-D8-5168-F LOX TAM PRESSURE REGULATOR	FAR 27-08101-23	1460	PACTORY	4 C S	YES B.M. MADLET NO 10704-35	******
FAILURE HODE-OUT OF .E FLUS OR HIMUS 0.4 COMPETITIVE ACTION-E	TOLERANCE, SIMULATED LOX ULLAGE PSIG. CAUSE NOT KNOM. NO NEAR,	PRESSURE FELL TO 28.3 PSIG DURING LEAKAGE FILL. ALLOMBLE IS SO DEFECT OR DISCONTINUITY NERE FOUND AT DISABSEMBLY. RELIABILITY WILL BE CALLED IN 1F ANOTHER SUCH FAILURE OCCURS. T	S DURING LE	NKAGE FIL T DIBABB THEN BUC	L. AL EMBLY.	LOMBLE 18 30 UNE OCCURS. T	
HIS SHOULD RESULT IN	LV-A9-D0-3169-F	NO FURTHER ACTION TAKEN. FAR ATCR 97-04101-93	3500	FACTORY	46.	6.H. HABLEY 10704-3	7
FAILURE MOCE-OUT OF THE 18 30.2 PLUS OR H CORRECTIVE ACTION-F	TOLERANCE, SIMULATED LOX UKLINUS 0.4 PSIG, NO NEAR, DEFEC AILURE NOT CONFIRMED, DESIGN	ASE PRESSURE FELL TO 29.9 P316 DURI II, OR DISCREPANCY WAS FOUND AT DISA AND RELIABILITY PERSONEL WILL BE C ANALYSIS, NO PURTHER ACTION TAKEN.	G DURING A T DISABSENE T DISABSENE T BE CALLEE AREN. VEHIC	MG A LEAK-FILL. ALLOMA 1835MBLY. ALLED IN 1F ANOTHER BU VEHICLE 3500 MMS 1570.	L. ALL HOTHER	OMBLE PRESSU SUCH FAILURE 70.	
PRELIMATIC-A/B	69A1954-1 LOK TANK PRESSURE RELIE	UTP-84.7 E7-04103-9	6 707 6	J/03	75.00	YES B.H.HADLEY NO 10325-9	
FAILURE MODE-FAIL DURING O BRATION 99 G-RNS THE VALVE PBIG, THE VALVE CRACKED AN 8 TEMPERATURE WAS 450 DEGRE ALLING BETWEEN BMAFT AND HO	FAILURE MODE-FAIL DURING OPERATION. DURING Y AKIS VISBATION AT 1880 CPS WITH INPUT VISRATION 36 G-RMS AND CUTPUT VI Bration 89 G-RMS THE VALVE CRACKED AT 30.7 PSIG AND RESEATED AT 29.0 PSIG. WHEN THE TANK PRESSURE WAS RAISED TO 30.7 PSIG. THE VALVE CRACKED AND MODEL NOT RESEAT. THE SECOND CRACKING MAS AT 1600 CPS WITH INPUT VISRATION 36 G-RMS. GA S TEMPERATURE WAS 450 DEGREES F. FAILURE AWALTRIS OF THE PART REVEALED PRIMARY CONTROLLER POPPET STUCK OPEN DUE TO 4	ION AT 1600 CPS WITH TED AT 29.0 PBIG. WAG CRACKING WAS AT 1600 PART REVEALED PRIMARI	MENT VIBE	PRESSURE MPUT VIB	C-BHS WAS P RATIO	AND CUTPUT VI IAISED TO 30.7 I 36 C-RMS. GA OPEN DUE TO 6	
CORRECTIVE ACTION-1	THE VENDOR AGREED TO IMPROVE HIS BUALITY CONTROL. REF. FPR HR F-4183-67 AND FRR NO. FR-834-2-177	TY CONTROL. REF. FPR	IN F-4163-	17 AND FR	ġ	FR-656-E-177.	
PACULATIC-A/B TAIR PRESS	MELIUM CHANGE OVER VALVE	FAR E7-00116-11	1000	:	55	YES NOBERY SHAN CO YES NYROLS 1084-28001	
FAILURE MODE-FAIL B B. ENTERMAL LEARABE 00-93-256 AND FAR LY	DURING OPERATION. AT BUITCH TO INTERNAL, THE INDICATOR LIGHT CAME ON BUT MENT OUT 3/4 SECOND LATE ; Occumbed after valve closed, associated electrical equipment bid have discrepancies. See Far LY- :V-AB-14-211.	L, THE INDICATOR LISE ED ELECTRICAL EQUIPM	IT CAME ON INTERNATION	DUT MENT E DIRCRET	2 2 3 3 4 C 1 3 3 4 C 1 3 3 4 C 1 5	74 SECOND LATE 3. SEE FAR LY-	
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GENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRSORNE

CONTICITY ACTION-FAILURE NOT CONTINCE. WAS RESAURED TO AREE WITH THE ABOVE DRAW AND AREE WITH THE THE ABOVE DRAW AND AREE WITH THE THE ABOVE DRAW AND AREE WITH THE THE ABOVE DRAW AND THE ABOVE DRAW AND THE ABOVE DRAW AND AREE WITH THE THE ABOVE DRAW AND T	8181EN SUB-373TEN	TEST/REPORT HUMBER FALLED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEMICLE 817E DATE BIF TIME BIF	E PRI VENDOR NAME DIF OTH VENDOR PART NO	
HELLIUM CHANAECOVER VALVE ET-DB110-13 HELLIUM CHANAECOVER VALVE ET-DB110-13 HELLIUM CHANAECOVER VALVE ET-DB110-13 ACTION-NOME. FAR 834-2-132. HELLIUM CHANAECOVER VALVE SPETSAL HELLIUM CHANAECOVER VALVE HELLIUM CHANAECOVER VALVE	ECTIVE ACTION-FLE FOR PUTTING OF	NILURE HOT CONFIRMED. VCAR 6164-64; IN UTLET PORT ON THE BODY HAS BEEN CHANGED	ANSWER TO RAR LY-96.	08-8170, BTATE	THAT THE ABBEIDLY PRO APRIL 6, 1984, EFFECTI	5 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
ACTION-MONE. FAR 834-2-152. SOFIBER S	E-INTER		UTP-PAT ET-DOLIG-13 ET-DOLIG-13	840120 OTHER	YES ROBERTSHAM PUL. MO TON 1098-24061 T 5000 PSIG IMLET. (AL.	*
SCLIUM CAAMEGOVER VALVE E7-D8116-13 GOFIBE ACTION-NOTE. FAR 613-6 AFTER 3 MINUTES NAS 2225 CC/MIN. (ALLOMABLE LEAKAGE 18 500 CC/MIN.) TE ACTION-NOTE. FAR 634-2-13C. GOALD SALE FAR 634-2-13C. GOALD SALE FAR 634-2-13C. COAT OF TOLERANCE. DURING Z AXIS VIBRATION AT 325 CPS WITH INPUT VIBRATION 20C AND DUTPUT VIBRATION 336 RACKED AT 30.6 PSIC AND REBEATED AT 30.4 PSIC. THESE VALVES MERE BELOW THE ALLOMABLE LIMITS. REF. SAN 20C 20C 35 B.H.HADLET FULL TAKE PRESSURE RELIEF VALVE 2 P-08104-9 ACTION-NOTE. GOALD SALE SALES OUTPUT THE 20C 31 B.H.HADLET ACTION-NOTE. GOALD SALES SALES VALVE 2 P-08104-9 ACTION-NOTE. GOALD SALES SALES VALVE 2 P-08104-9 ACTION-NOTE. GOALD SALES SALES VALVE 3 P-08104-9 ACTION-NOTE. GOALD SALES SALES SALES SALES SALES SALES SALES SALES SALES SALES. TO C C C C C C C C C C C C C C C C C C	•	00 CC/MIN.). TEMPCHATURE NAS -230 DEGRE ONE. FRR 854-2-152.	ES F. B/N 308-0943.			
ACTION-MONE. FRR 654-E-13C. 407103-MONE. FRR 655-E-13C. 407103-MONE. FRR		GBF1BGE HELIUM CHANGEOVER VALVE	UTP-PR1 27-06110-13	640128 OTHE	YES ROBERTSHAM FUL. NO TON 1098-24001	
E-OUT OF TOLERANCE. DURING Z AXIS VIBRATION AT 329 CPS WITH IMPUT VIBRATION ESG AND DUTPUT VIBRATION 336 RACKED AT 30.6 P316 AND RESEATED AT 30.4 P816. These VALVES MERE BELOW THE ALLOMABLE LIMITS. REF. 3/N 20 ACTION-NOW. E-OUT OF TOLERANCE. DURING Z AXIS VIBRATION AT 329 CPS WITH IMPUT VIBRATION ESG AND DUTPUT VIBRATION 336 NO.3. ACTION-NOW. E-OUT OF TOLERANCE. CRACK AND RESEATE PRECEDURE WAS BELOW EMECIFICATION SUMILS VIBRATION, 2-AXIS, TOC CPS ON ES GAME IMPUT, 455ANS OUTPUT. THE SPECIMEN CRACKED AT 98.5 PB16 AND RESEATED AT 98.1 P818. WANIMAL 150 P816. FPM 4121 S/W 807-0818.		AL LEAK. INTERNAL LEAKAGE AFTER 3 WINNI EGREES F. FNR 4134 8/H 308-0943. OME. FRR 854-2-13E.	ies vas pres cc/vin.	ALLOWBLE LEA	AGE 18 500 CC/NIN.) TE	
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2 to -1-2 to -	UKE MODE-OUT OF VALVE CRACKED A P. T.M. MO.B.	TOLEMANCE. DURING Z AXIB VIBRATION AT 30.6 PSIG AND REGEATED AT 30.4 PSIG.	RESE FOR WITH INPUT THESE VALVES HERE BA	FEATTON ESC AND THE ALLOWAY	D OUTPUT VIBRATION 536 LE LIMITS. REF. B/M EO	
UME MODE-OUT OF TOLERANCE. CRACK AND REBEAT PRESSURE WAS BELOW BPECIFICATION BURILLS VISHATION, 2-AXIS, 770 CPS VISHATION 25 CRMS INFUT, 45CANS OUTFUT. THE SPECIMEN CRACKED AT 86.5 PRIG AND RESEATED AT 88.1 PSIS. MANIMAL 15 *.5 TO0 PSIG. FPR 41E1 8/W 807-081E.	71C-A/8 RE88	LUCE TANK PREBSIRE RELIEF VALVE 00/E020-1	UTP-PET E7-06164-9		YES В.И.НАВLEY NO 103E6-9	
	URE MODE-OUT OF VIBRATICH ES GRI	TOLERANCE, CRACK AND REBEAT PRESUNE WE INPUT, ASERNS QUIPUT, TWE SPECINEN C. PPR 41E: 6/W 507-05:E.	NB BELOW RPECIFICATI RACKED AT 86.5 PB16	ON BURILLE VISEL AND RESEATED AT	1104, 2-ANIS, 770 CPS 68.1 PSI6, MCMIMAL 18	

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GENERAL DYNUMICS CONVAIR DIVISION

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		DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE	UNATIC SYSTEM-AIRBORN	u				
	373TEN 348-373TEN	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE OFF	817E 710E 01F	012	VENDOR NUME	
	CORRECTIVE ACTION-ECP 750	750E LOMERED VIBRATION LEVELS TO 20 G	GRES AT 770 CPB. FRR	CPB. FRR 654-2-141 BLV.	Prv.			4904
	PNEUMATIC-A/B TANK PKE33	A-99-06-3166F CHECKVALVE-FUEL TANK PRESSURE	FAR 27-00114-1	1306	FACTORY		MADLEY 10500-1	
	FAILURE MODE-STRUCTURAL. ELIEVED STRESS DISTORTION ON MISSILE S E FOR APPRO.	FAILURE MODE-BTRUCTURAL. LEAKING THRU CRACKS AT BOTH ENDS OF VALVE ATTRIBUTED TO CORROSION OF GRAIN BOUNDARIES, UND ELIEVED STRESS DISTORTION FROM EXTRUSION PROCESS AND MIGH LOND ON END SURFACES FROM MIGH TORBUE. VALVE HAD BEEN USED ON MISSILE S E FOR APPROXIMATELY TWO YEARS PRIOR TO USAGE ON 138F.	OF VALVE ATTRIBUTED 1 DAD ON END BURFACES F DH 136F.	TO CORROBION OF FROM HIGH TORBUT	ON OF GRA	2	GRAIN BOUNDARIES, UNG VALVE HAD BEEN USED	
<u> </u>	CORRECTIVE ACTION-NO CORP	CORRECTIVE ACTION TAKEN SINCE FAILURE IS ATTRIBUTED TO A COMBINATION OF PACTORS. NO FURTHER AC	IS ATTRIBUTED TO A C	OHB 1 NA 1 1 O	N OF FAC	8	NO FURTHER AC	
	PAE UNATIC-A/B TANK PRE33	69F-169A-9 DISCOMECT-STAGING, PREMATIC	UTP-PRT 27-06125-3	640124	OTHER	22	D.H. MADLEY	693.767
	FAILURE MODE-STRUCTURAL. D	MRING OSCILLATION (PLUS TEST FINTURE DINEMBIONS	OR MINUS 0.25 INCHES FROM NOMINAL ENGAGED POSITION) UNIT MAS DAMA MERE INCORRECT.	INAL ENGA	6ED POST	8	UNIT IN B DAMA	
	CORRECTIVE ACTION-CORRE-	INFORMATION CONCERNING THE NOMINAL ENGAGENENT DIMENSIONS WAS TRANSMITTED TO THE TESTING	AL ENGACCIENT DIMENSI	ONS 148 T	RANSMI TTI	e S	THE TESTING A	
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	FAILURE MODE-NOWE. RUBBER	HABGER CLAFE BATE EXPIRED PER HPS 17.01. THE COUPLINS WAS PUNCTIONALLY TESTED. NO FAILURE OCCURAL	THE COUPLING WAS PUR	CTIOMELY	1E97ED.	§	ILUNE OCCUMBE	
	CORRECTIVE ACTION-NO PAIL CONSIDERES A PAILURE.	PAILUME-CORRECTIVE ACTION WAS CANCELLED. NO PURTHER ACTION. RUBBER CURE DATE EMPIRATION IS NOT	IB. NO FURTHER ACTION	. AUBBER	CURE DATE	2	RATION 18 NOT	
	PACUMATIC-A/B TANK PRESS	LV-98-08-3180F MAKIAL BHUTGFF VALVE-SEAL	PAR 27-06108-1	1990	2	20	PEACOCK \$1380~1-R	
	FAILURE MODE-INTERNAL LEA RTED IN B PLACES. DUE TO B	LEAKAGE. OIJ MOT RETAIN PREBBURE-A TWO PBIG CHANGE IN 30 NINUTEB. CAUBE-BUTTERPLY BEAL UNB PA To being under cured and because of its inherently low physical properties.	O PSIG CHANGE IN SO	HINUTES. (CAUSE-BUT PERTIES.	1EAP.	T SEAL MES PA	_
	CORRECTIVE ACTION- PER 60	ER 60/A CORRESPONDENCE OF MAY 4, 1964-E	MAY 4, 1964-IN ANDWER TO RAR LY-08-08.8773-60/A 810 MOT TAKE ACTION T	1-06.8773	970 A/88	Ş	TAKE ACTION T	_

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GENERAL DYNAHICS CONVAIR DIVISION

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

EULATOR ET-DBIET-3 G40109 IND 10048 FAR 1004 F	HER LIMIT ALLONED. ALLOMBLE IS 2.09 TO 2.00 BCFH LUBRICANT FOUND. ICANT TO A TRAFELER THRU THE CLEANING PROCESS. FIE T-01154 CH6 (6). AND E7-02510 CH6 (8) WENE ISRUED STRICTOR IS AT LONER PORTION OF FLOW DAND. 1350 FACTORY VES 0.H.MADLEY HABLE LOSS IS 409 C.C. PER HIMUTE. PROBABLE CAUSE PARTICLE WAS FOUND INSIDE THE COMPONENT. AT 640103 OTHER TES ROBERTHMAN FUL. AT 640103 OTHER TES ROBERTHMAN FUL. 110-13 HEFT TEMPERATURE VARIED FROM -320 TO -235 SED DECREES F FOR 15 SECONDS. ET 640108 Z-AHIS, 780 TO 775 CPS SIN HABLE LOSS INKEY TOWN TESTS ARE TO FOLLOW. THE A HABLE LOSS INKEY TEMPERATURE VARIED FROM -320 TO -235 SED DECREES F FOR 15 SECONDS. ET 640108 VIBRATION Z-AHIS, 780 TO 775 CPS SIN BL.	1 =
MEN LIMIT ALLOWED. ALLOMBLE IS E.09 TO E.00 BCPH UBBRICANT FOUND. ICANT TO A TRAFELER THRU THE CLEANING PROCESS. FIE T-01154 CH6 (6), AND 27-02310 CH6 (8) MEHE ISBUED STRICTOR IS AT LOMER PORTION OF FLOW BAND. 124-3 640107 FACTORY VES 6.M.MADLEY 136-13 ISBUE TEMPERATURE VARIED FROM -320 TO -233 1096-24001 118-13 MEET TEMPERATURE VARIED FROM -320 TO -233 106-15 SINCE S MME FLOW TESTS ARE TO FOLLOW, THE A AND FLOW RATE. AR 654-2-152. ET 640108 108-2	MER LIMIT ALLONED. ALLOMBLE IS 2.09 TO 2.00 BCPH UBRICANT FOUND. ICANT TO A TRAVELER THRU THE CLEMINS PROCESS. FIE 7-01154 CH6 (6), AND E7-02110 CH6 (8) MEHE IBRUED 5TRICTOR IS AT LONER PORTION OF FLOW BAND. 1350 FACTORY TES 8.H.HADLEY 124-3 640107 NO 30717-11 MABLE LOSS IS 409 C.C. PER HIMUTE. PROBABLE CAUSE PRENCHEL DE CAUTIONED ABOUT HANDLINE PARTS DISPOSS PERSONNEL ARE TO BE INFORMED OF THIS ANALYSIS AND BEFORE MATTICLE WAS FOUND INSIDE THE COMPONENT. AT 640103 OTHER TES ROBERTSHAW FUL 518-13 NO TON 108-0-2001 ICATION 1 LBS/SEC. PRESSURE DROP WAS EO PSID. SPEC ECONDS. INLET TEMPERATURE VARIED FROM - SEO TO -285 SEO DEGREES F FOR 15 SECONDS. TEST. SINCE 3 MPME FLOW TESTS ARE TO FOLLOW, THE A AND FLOW RATE. AR 654-2-152. ET 640108 VIBRATION 2-AHIB, 780 TO 778 CP8 SIN 81	LV-50-00-3167F RESTRICTON-LOM PMESSUME MEGULATOR SENSING
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TE ROBERTSHAM FUL. TO TON THOM -SED TO -ESS FROM -SED TO -ESS TO FOLLOM, THE A TO FOLLOM, THE A TO SES -7		FAILURE MODE-EXTERNAL LEAK. LEAKAGE OF 2500 C.C. PER MINUTE. ALLO MAS ONE OR MORE METALLIC CHIPS ON THE DYNAMIC TEFLON SEAT. A METAL COKECTIVE ACTION-FAILURE NOT CONFIRMED. IT WAS RECOMMEND THAT ITTOMED FOR FAILURE AMALYSIS TO PREVENT LOSS OF EVIDENCE. FACTORY ARE TO VERIFY THAT ALL DISCOMMECTS ARE CLEAN PER SPEC REQUIREDENT
MAS EO PSID. FROM -320 TO TO FOLLOM, T TES B.H.MADLET TO SOSES-P	LBS/SEC. SPECIFICATION 1 LBS/SEC. PRESSURE DROP WAS ED PSID. SPEC 16 FOR FIRST 5 SECONDS. IMET TEMPERATURE VARIED FROM -320 TO -835 300 PLUS OR MINUS ED DEGREES F FOR 15 SECONDS. TO FIRST FLOW TEST, SINCE 3 MME FLOW TESTS ARE TO FOLLOW, THE A TURE, FLOW TIME AND FLOW RATE, RR 654-8-152. UTF-PET 640108 60/C VES B.N.HADLEY ESSURE 143 BELOW SPEC DURING VIBRATION 2-AHIS, 750 TO 775 CPD SIN RESSURE 143 BELOW SPEC DURING VIBRATION 2-AHIS, 750 TO 775 CPD SIN	69F19GE HELIUM CHANGEOVER VALVE
	T OF FIRST FLOW TEST, SINCE 3 WINE FLOW TESTS ARE TO FOLLOW, THE A TURE, PLOW TIME AND FLOW RATE, AR 654-E-152. UTP-PET 64010E 60/C VES B.M.MADLEY VE 87-D0104-5 NO 105E0-7 ESSURE NAS BELOW SPEC DURING VIBRATION 2-AXIB, 750 70 775 CP0 SIN PETT. S/H 500-0551.	LERANCE. FLOW RATE 1483 1.29 PRESSURE NAS BELOM 3000 PS: SECONDS. SPECIFICATION IS -:
UTF-PET 6401BE 60/C 87-041B4-3	UTP-PET 6401DE 6D/C VES B.N.MADLEY FE 27-06104-5 NO 10366-7 ESBURE 548 BELOW SPEC DURING VIBRATION Z-AHIS, 789 70 775 CPS SIN SAT. 8/W 900-0931.	NO SUBMITTED NEAE RESULT
	SBURE 143 BELOW SPEC DURING VIBRATION 2-AHIS, 750 TO 775 CPS SIN AT. 8/N 308-0531.	PET-TP-1-9479.1 FUEL TAHK PREB RELIEF VALVE

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LV-98-08-111F LV-98-08-111F LON TARK PRESSURE RELIEF VALVE-86.8 27-08103-5 LON TARK PRESSURE RELIEF VALVE-86.8 27-08103-5 SEAKE-500 SCIN, WEN USING MELLIN, VALVE FAILED 10 GPERATE DURING ANALYSIS WICH THE SEAT ADMERCE TO THE SHALL CLOKED RELIEF VALVE FAILED 10 GPERATE DURING ANALYSIS WICH THE SEAT ADMERCE TO THE SHALL CLOKED RELIEF VALVE FAILED 10 GPERATE DURING ANALYSIS WICH THE SEAT ADMERCE TO THE SHALL CLOKED RELIEF VALVE. AND WEN SISTEM OF WAY 15, 1864. YEGGR WAS TO INSURE EXCESS LURE TO SHALL A WORL CASEFUL INSUREDIATION WAS INTIALED. LV-98-08-18-5185F PRESSURE REGULATOR ALLOWED PRESSURE OFFROM SEA TO INSURE EXCESS LURE TO SHALL SHALL TO TAKE AND THE TO THE SHALL TO THE WAY SHALL TO THE WAY SHALL TO THE WAY ALLOWED TO CONSIDER MELLOW TO COLUMN ALLOWED THE WAY ALLOWED THE WAY THE SHALL THE WAY ALLOWED THE WAY SHALL THE WASHER TO THE WAY THE WASHER THE TANK THE SHALL THE WAY THE W	LU-88-08-3181F LOX TARK PRESSURE RELIEF VALVE-REA 87-08103-3 LOX TARK PRESSURE RELIEF VALVE-REA 87-08103-3 STATES CONTINUED CONTINUED TO THE STATES OF TH		1					
ELANCE-SOD SCIN, WHEN USING MOTOD AT BENSING CONTROLLER THAN POTATION OF EARLY SOLVED AT ACCURAGE OF THE SCALANGE MOTOD AT ELANCE-SOD SCIN, WHEN USING WELLUE, VALVE FAILED TO OPERATE DURING AMALYSIS WERN THE SCALANDER FAILURE OCCURRED ON WHITH A FAILED CLOSED RELIEF WAYS. AN EMPERSIVE E.C.P. TO CHANGE LUBRICANT IS NOT WARRANTED. FOR SUS A SOLVE A SOLVE OF VALVE STATES OF WAYS A SOLVE OF WAY SOLVE OF WAY SOLVE OF WAYS A SOLVE OF WAY SOLVE OF WAYS A SOLVE OF WAYS AND WAYS A SOLVE OF WAYS AND WAYS A SOLVE OF WAYS AND WAYS AN	ELANGEAM. LEARAGE WOLD AT SENSING CONTROLLER INET PORT OR JOHT. LEAR ALE RATE FORD AT SENSING CONTROLLER INET PORT OR JOHN'S LEARAGE WOLD AT SENSING CONTROLLER PORT OF THE SENT ADMENDED TO THE SHALL OF THE SENT OF THE SHALL OF THE SENT OF THE SHALL OF THE	PMEUMATIC-A/B TAMK PRESS	LV-98-D8-3161F LOX TANK PRESSURE RELIEF VALVE-SE	FAR A 27-00103-3	=	OHPLEX: Y	.8 6.M.MADLET 10525-9	•
COULD THE ANSER TO REAL LY-99-08-3773 THE MISSILE WOLD NOT BE DAMMED UMESS ANOTHER FAILURE OCCURED ON WITH A FAILED CLOSED RELIEF VALVE. AN EXENSITY E.C.P. TO CHANGE LUBRICANT IS NOT MARRANIED, FER SLY OF JULY P. 1964. IN ANSER TO VEAR \$339-40 OF MAY 13, 1964. VENDOR WAS TO INSURE EXCESS LUBE IS REMOVED BELT. A MORE CARETUL INSPECTION WAS INITIATED. LV-98-08-3185F PRESSURE REGULATOR ALLORED EXCESSIVE PRESSURE OFFENDOT FROM 26.8 TO 27.4 PSIG, AT CHANGE TO I STREET OF TOLERANCE REGULATOR ALLORED EXCESSIVE PLOSTED SINCE THE WOW 1961 TOWN CONTINCE. GLUBE EXCESSIVE FOR STREET IN MOVE 1961 TOWN CONTINCE. CAUSE EXCESSIVE FOR ALTERED SINCE THE WOW 1961 TWACTIONAL TESTS ACTION. HIS STRAIN OF TOLERANCE PAINT IS MISSING. THIS IS IN ANNUER TO RAIL TOWN RESSURE ALL PROPERTY. HIS IS IN ANNUER TO RAIL TOWN RESSURE ALLE THE MISSING AFTER INITIAL APPRECATION OF TOLERANCE. DURING PULL PLOM RESPONSE TEST THE OBJECT TOWN OF THE RECORDED OSCILLATIONS. G-OUT OF TOLERANCE. DURING PULL PLOM RESPONSE TEST THE OSCILLATIONS OF THE MECHODED OSCILLATIONS. G-OUT OF TOLERANCE. DURING FULL PLOM RESPONSE TEST THE OSCILLATIONS OF THE MECHODED OSCILLATIONS. HIGH WASHINGS BEVISED TO CONSIDER THE TANK PRESSURE AS THE MEAN OF THE MECHODED OSCILLATIONS. 6-04164-4-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	COULT OF TOLERANCE, DARING FOLLEY VALVE. AN EPENATURE WOLD NOT BE DANAGED UNESS ANOTHER FAILURE CECURED ON WITH A FAILED CLOSED RELIEF VALVE. AN EPENATY E.C.P. TO CHANGE LUBRICANT IS NOT WARRANTED, FOR SLUCY OF JULY P. 1964. IN ANSWER TO VICIN MAS INTITATED. COULT OF 1964. IN ANSWER TO VICIN MAS INTITATED. LV-58-08-21857 LV-58-08-21857 LV-58-08-21857 LV-58-08-21857 LV-58-08-21857 LV-58-08-21857 LV-58-08-21857 COULT OF TOLERANCE RELUBBLISHED FOR CENSING PRINCIPLE AS TO 27.4 PAIG. AT CHANGE TO I SANCE TO TOLERANCE ALLOGED EXCESSIVE PRINSING OF NEWHOOFT FROM 26.8 TO 27.4 PAIG. AT CHANGE TO I SANCE TO TOLERANCE ADJUSTNESS TO THE STATE THE MAY 1964 TOWN	FAILURE MODE-INTERNAL. E WITHIN TOLERANCE-500 ROPPET ASSEMBLY DUE TO	LEARAGE, LEARAGE MOTED AT BENSING CO BCIM, WHEN USING HELIUM, VALVE FAILE O PRESENCE OF MOLYBOEMUM DISULFIDE HI	NIROLLER INLET PORT D TO OPERATE DURING NED WITH MOISTURE.	CAP JOJMT. ANALYBIB W	LEAK RATE IEN THE BEJ	LATER FOUND TO .	
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ACTION-PROCEDURE REVISED TO CONSIDER THE TANK PRESSURE AS THE MEAN OF THE RECORDED OSCILLA SSARES SOLVE TES UTP-PET SSARES SOLVE TES PUEL TANK PRESSURE RELIEF VALVE EP-DSIOA-S NO	CONRECTIVE ACTION-PROCEDURE REVISED TO CONSIDER THE TANK PRESSURE AS THE MEAN OF THE RECORDED OSCILLATIONS. PREMATIC-A/S 124K PRESS FUEL TANK PRESSURE RELIEF VALVE PLILURE MOCE-OUT OF TOLERANCE. DURING PET OPERATING VIBRATION TEST THE MEAN PAILED TO CRACK OME AND HAD A LOW	FAILURE MODE-OUT OF TO MERE ABOVE THE MAXIMUS	DLERANCE. DURING PULL PLOM RESPONSE T M ALLOMABLE TANK PRESSURE, OF 34.7 PB	EST THE OBCILLATIONS 16. REF. S/N EDS-D40	OF TANK P	ESSURE AF	ER INITIAL BOIKE	·
SPAREAGE PRESSURE RELIEF VALVE ET-DSIDA-6 GSIRIP GO/C YES	PACCHARIC-A/B 69AER46 TAME PRESS FUEL TAME PRESSURE RELIEF VALVE 27-DB10A-6 FUEL TAME PRESSURE RELIEF VALVE 27-DB10A-6 FUEL WOLLD OF TOLERANCE. DURING PET OPERATING VIBRATION TEST THE SPECIMEN FAILED TO CRACK OME AND A LOW		CEDURE REVISED TO CONSIDER THE TANK P	REBBURE AS THE HEAN	OF THE REC	MDED DECT	LATIONS.	
	FAILURE MOCE-OUT OF TOLERANCE, DURING PET OPERATING VIBRATION TEST THE SPECIMEN FAILED TO CRACK ONCE AND MAD A LOW	PMEUMATIC-A/B TANK PRESS	PRESOURE RELIEF	UTP-PET	l		HADLET) 10530-0	_

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\$751EH \$UB-3751EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DIF	1 4 0	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-ECP	CORRECTIVE ACTION-ECP 7562 REDEFINES VALVE RANGES. NEF. FPR NR F-5041-B7, CAR F-5041-BC-3 AND FRR ND FR 654-2-22	NR F-5041-87, CAR	F-5041-BC-1 AND	FRR NO FR 6:	. 33-3-96	• 6224
PHEUMATIC-A/B TAMK PRESS	69A3NS9 LOX TANK PRESSURE RELIEF VALVE	U19-PE1	631219	YES HABLEY NO 10329-9	A	*****
FAILURE MODE-OUT OF TON SAURES, OUT OF TOLERANG 20.T.H.MO.1 AND FPR MRF. CORRECTIVE ACTION-TESTI	F TOLERANCE. DURING OPERATING VIBRATION IN X AND Y-AXIS, THE VALVE FAILED TO RESEAT AT PROPER FANCE RANGE FROM 23.0 TO 31.1 PSIG. EXCESSIVE EXTERNAL LEAKAGE MAS ALBO OSTAINED. REF. 3/M 309-MAF-5042-5MT. MAF-5042-5MT. TESTIMG STOPPED. EXCESSIVE LEARAGE CONTINUED AFTER DEPRESSURIZING AND REPRESSURIZING THE UNIT.	VIBRATION IN X AND Y-AXIS, THE VALVE FAILED TO RESEAT AT PROPER PRE- PSIG. EXCESSIVE EXTERNAL LEAKAGE WAS ALBO OBTAINED. REF. 3/N 300-DS MAGE CONTINUED AFTER DEPRESSURIZING AND REPRESSURIZING THE UNIT. TH	VALVE FAILED T GE MAB ALBO OBT IZING AND REPRE	O RESEAT AT (AINED. REF. :	NOPER PRE 3/N 809-03 E UNST. TH	
E BOOK SPECIFICATION NA.	E BOOK SPECIFICATION MAS CHANGED. ECP 738E. REF. FAR FR-634-E-016 AND FPR 5042. NEUMATIC-A/B 27A3062 UTP-PET AHK PRESS LOX TANK RELIEF AND SHUTGFF VALVE E7-06596-5	E-016 AND FPR 5042. UTP-PET ET-06586-5	07/03 91810	YES CALMEC NO E71BASIC	250	602200
FAILURE MODE-EXTERNAL U IT HAD A LEARAGE OF 3460 CORRECTIVE ACTZON-HOME.	MAL LEAR. DURING THE T-AXIS VIBRATION SMEEP AND AT A VIBRATION FREBUENCY OF RED TO 240 CPS THE UN 3460 Scim. 2090 Scim is maximum alcomble. Ref. Tasm History. Home. Continue Test.	EP AND AT A VIBRATI. E. REF. TASK HIJTOR	OH FREQUENCY OF	250 TO 240	95 94: 86:	
PMEUMATIC-A/B	69C-1993 PRESSURE TRANSOUCER	UTP-3L7 27-08108-1	631213 60/0	YES CRESCENT NO B9-5001	CENT	601403
FAILURE MODE-OUT OF TOLERANCE, DURING PROOF E OF THE SPECIMEN MAS 1.427 VOLTS, ALLOWABLE CORRECTIVE ACTION-NOME, REF. RIFM-FPR MR F-4	LERANCE, DURING PROOF CYCLE FOLLONING. 127 YOLTS, ALLONABLE ERROR BAND 18 1 . REF. RIFN-FPR NR F-4083-87 AND FRR	CYCLE FOLLOWING BLT X-AXIS VIDRATION AT -65 DESREES F THE SEROR BAND IS 1.300 TO 1.410 VOLTS. REF. B/N EDS-0363 T.H. DOSS-87 T.H. DOSS-87 T.H. DOSS-87 T.H. DOSS-87 AND FRR NO. FR-654-2-091.	OH AT -65 DESRE . REF. B/M 203-	EB F 746 OUT	THE CUIPUT VOLTAGE	
PMELMATIC-A/B TANK PRESS	CT-89-08-048P COLPLING MUT-FLEL BENBING LINE	FAR A1010-D4	1950 FACTORY 631E1E	33	GLOBE AIRCRAFT	
FAILURE MODE-BIRUCTURAL. COMPECTIVE ACTION-PAILURE UTS SMOULD BE EXAMINED FOR	FAILURE MODE-BIRUCTURAL, SMCULDER AREA APPEARED CRACKED. COMPECTIVE ACTION-FAILURE NOT CONFINNED, IT IS RECOMENDED THAT AT TIME OF INSTALLATION THE SMOULDER AREAS OF	That at time of the	TALLATION THE B	HOALDER AREA	р Ж	
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	DIFFICULTIES REVIEW-PREUMATIC	UMATIC STRTEM-AIRBORNE	<u>¥</u>			
9781EH 918-9731EH	TEST/REPORT MUMBER FAILED COMPUNENT NAME	DIF DATA BOURCE. PART NUMBER	VEHICLE DATE DIF 17	ME DIF OTH	BITE PRI VENDOR NAME	
PHEUMATIC-A/B	STARTS PREBRURE RELIEF VALVE	UTP-FET E7-08:04-9	9 21216	60/C YES	8 MADLEY 10520-0	•• 53
FAILURE MODE-OUT OF TA	TOLERANCE. DURING PET EXTERNAL LEAK TEST II THE LEAKAGE UAS FROM THE CONTROLLER BLEED PORTS. AEF	LEAK TEST II TYE 8PECIMEN (BLELD PCATS. REF 8/N 307-F	BPECIMEN LEARAGE RATE W B/N 307-n410 T.H. NO 9.	¥ .	BPECIMEN LEARAGE RATE WAS AR BCIM AT 20 FSIG VS 8/N BO7-n410 T.M. NO D.	
CORRECTIVE ACTION-ECP ND FRE NO FR 854-2-022	ECP 7582 REDEFINES BASIC RESUIRENENTS OF DEE.	RELIEF VALVE. REF. FPR	5	1-61, CAR	F-5041-67, CARR F-5041-3C-1, A	
PHEUNIATIC-A/B TAIM PRESS	61C-1993 PEESSURE TRANSDUCER	UTP-PRT 27-08109-1	63169	60/C YES	8 CRESCENT B8-5001	926300
FAILURE MODE-3JT OF TH TEST. REF. 3/N 306-042	FAILUME MODE-201 OF TOLERANCE, EOP REVEALED LACK OF BAPETY WIRING ON ELECTRICAL COMMECTOR, NO RI OR PROOF PRESSURE Est. Ref. 87% 306-0429 1.M.	WIRING ON ELECTRICA	it coeffcior,	ON THE SO	PROOF PRESSURE	
CORRECTIVE ACTION-IN	IR SPECIMEN AND DELIVER TO MAR CAIB FOR DIBPOSITION. REF. RIFN-FPR NR F-4087-ST AND FRR-7R 854-E-	DISPOSITION. NEF. RT	FN-FPR NG F-	4087-8T A	NG FRR-FR 454-E-	
PMEUMATIC-AZB TANK PRESS	BI:-4MO-03-154	CONTOB I TE-FRE/DAL	15e0 6-2 63,804	27.05		006371
FAILURE MODE-FAIL TO COMMIT START, REASON UM	TO OPERATE AT PRESCRIBED TIME. LOR TANK (LAKNOW).	DID NOT PRINE TO PLIENT PRESSURE UNTIL 39 SECONDS AFTER	CHT PRESSURE	UNTIL 39	SECONDS AFTER C	····
STETE EFFECT-OPERATE	STETEM EFFECT-OPERATION STARTS TO LATE. LOP TANK MAS LATE IN PRESSURIZING.	IN PRESSURIZINS.				
PEHICLE EFFECT-COPOSITE DILLANDS	TE DELATED.					
CORRECTIVE ACTION-UNKI	цькиолен.					
PMELMATIC-A/8 TANK P4E88	LY-96-D8-3137C PISTRICTOR-LOX PRESSURE REGULATOR SCHOLHG.	FAR R7-04167-3	AS1203 MTR	ž 8	1004	***
FAILURE MOE-OUT OF TO	F TOLERANCE OUTPUT LOW. PART MAS RENORIED AND REIMSTALLED. CAUSE NOT KNOWN. NO AMALTSIS.	D AND REIMSTALLED. C	AUBE NOT AND	#. 60 AR	1,7919.	
CORRECTIVE ACTION-NO A	CORECTIVE ACTION-NO AMALTHIS DECAUDE PART MAS NOT RECEIVED AT 60/C. PART RENORMED AT SITE AND PLACED SACK INTO SER	D AT 80/C. PART RENO	RAED AT BITE	AND PLACE	ID BACK INTO BER	

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GENERAL DYNALICS CONVAIR DIVISION

	DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBOR	¥				
M37878 M37878 8UB - 87878	TESTAREPORT NUMBER FAILED COMPONENT NAME	DIF SATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E 7116 D1F	PRI VENDOR NAME OTH VENDOR PART	VENDOR NAME VENDOR PART NO	
PHEUMATIC-A-B TANK PRESS	LV-9D-D8-3162F CASKET-HELIUM BOTTLE ADAPTOR SEAL	FAR 94-16013-050	2270 631129	ar a	TES ADVANCED FRODU	0 F800 C	16699
FAILURE UCTE-EXTERNAL T MAS EITHER DAMAGED BE	LEATISE, LEAK PAST SEAL, PROBABLE CAUSE WANGERINE OR DURING INSTALLATION, MATING COMPONE	y	DIFFERENCES IN CROSS SECTION IN "RE NOT AVAILABLE FOR LIMALYSIS.	58 BECTION CHALLY	и Титски с ав 818.	. GA BKE	
CORRECTIVE ACTION-6D/C	'C INFORMED BILE PERBONNEL TO TAKE PRECAUTIONS WHEN HANDLING GASKETS OF THIS TYPE AND WHEN TIGH NG THIS TYPE OF SEAL.	AUTIONS WEEN MANDLI	NG GABAETE	OF THIS	TYPE AND NA	EN 1164	
PMEUMATIC-A78	A-90-38-3159C LOX TANK PRESSURE REGULATOR	FAR 27-08101-43	6211E9	5	YES FLUIDGENICS NO P636-2	803W	• 63 • •
FAILURE MODE-CONTAMINATION. FOUND AFTI CORRECTIVE ACTION-NO ANALTSIS MADE DE	FAILURE MODE-CONTAMINATION. FOUND AFTER ALDIBLE LEARAGE AT THE BOOSTER DISCOMECT. Corrective action-no analysis made decause ny funds mere available for This Task. This appllies also to e7-dbiz4-1	THE BOOSTER DISCOMM	ECT.	PALIES	1.30 70 £7-0	6124-1	
PACUMATIC-A/B TANK PRESS	SP-PL-08-3163-F LOX TAM PRESSURE RELIEF VALVE-NOP ET-06103-8 PET	FAR 27-06103-9	705602 631125	PT. LOM	PT. LOMA YES B.H. MADLEY HO 10525-8	ect.	1
FAILURE MODE-EXTERNAL	L LEZKAGE-MELIUM LEAKAGE REDUCING LOX TANK PRESSURE & PLI PER MOUT. LEAKING PAST PAINART CONTRO HAS WITHIK TOLERANCE, SMALL FIBER FOUND ON POPPEI SEAT ALLONED THE PRESSURE LOSS.	ANK PRESSURE & PBI) ON POPPET SEAT ALL	PER HOUR.	LEAKING I RESSURE I	7857 PRIMARY .089.	CONTRO	
CORRECTIVE AUTION-FAILURE NOT CONFIRMED.	¥ 2	AVO OF APRIL 21, 1964 NOTIFIED POI MADE BEFORE REJECTING CONFONENTS.	NT LONG PE	RECORDE	OF FAR AMALYSIS RES	SIS AES	
PIEUMATIC-A/B TAME PPESS	69A2946 FUEL TAMA PRESSUME RELIEF VALVE	U1P-PET 27-08104-8	61113	y 8	VES HABLEY NO 10526-8		004344
FAILURE MODE-OUT OF TOLERANCE, DURING AT EO PRIC VS 29 BCIM ALLOMABLE, 39 A MABLE, LEARAGE MAS PROM THE CONTROLLER	FOLERANCE, DURING PET EXTERNAL LEAKAGE TEST 2 THE SPECIMEN EXCEEDED LEAKAGE AS FOLLOMS. 83 SCIN 8 ALLOMBLE, 33 A BCIN AT 07 PSIG US 300 BCIN ALLOMBLE, 348 BCIN AT 00.5 PSIG US 300 BCIN ALLO 20 THE CONTROLLER BLEED PORTS, REF 8/N 307-0510 T.N. NO A.	TEST I THE SPECIMEN PO BCIM ALLOMBLE, 3 307-0510 T.M. NO A.	CKCEDED	LEAKAGE	14 COLLOGS.	85 851H	
CORRECTIVE ACTION-EM	7592 REDEFINES BASIC REGUIRENENTS OF RELIEF VALVE. REF FPR NR F-5011-51 AND FRR NO 614-2-022.	RELIEF VALVE. REF F	7 m x	111-67 AM	FRR 80 654	-1-068.	

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GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PNEUMATIC STRICH-AIRBORNE

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318-31EH 318-373EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE PRI VENDOR NAME DATE DIF THE GIF OTH VENDOR PART NO	VENDOR NAME TRIDOR PART NO	
PMEUMATIC-A/B Taine Press	ODAIDAG FUEL TAMK PREBSURE RELIEF VALVE	UTP-PET 27-08104-9	451119 GD/C YES MA	105E4-9	10480
FAILURE MODE -ONT OF TOLE 8. FAILURES OF IMITIAL SE 816 ALLOMBLE, REF, 8/N 1	TOLERANCE. DURING PET LIFE TEST THE SPECIMEN FAILED PROOF CYCLE B DURING 100: 200 AND 400 CYCLE IAL SPIKE RANGE FROM 72.3 TO 72.9 PSIG VS RILCANDLE AND IN RESET 66.4 TO 66.3 FSIG VS 66.5 PAIL VS 84.5 PAIN 307-0510 T.A. NO 7.	TEST THE SPECIMEN FAILED PROOF CYCLE B DURING TESS PSIG VS TESE ALLCAMBLE AND IN RESET 60.4	TYCLE B DURING 100, 200 A IN RESET 68.4 TO 66.3 FI	100 - 200 AND 400 CYCLE TO 46.3 FAIG VS 68.5 P	
COPRECTIVE ACTION-ECP 79	ECP 7502 REDEFINES BASIC REQUIRENENTS OF RELIEF VALVE. REF PPR MR F-5011-31 AND FAR NO 454-2-022.	RELIEF VALVE. REF P	PR MR F-5011-31 AND FRR N	ID 654-E-02E.	
PMEUM-111C-A/B TANK PRESS	69A2946 FUEL TANK PRESSUME MELIEF VALVE	UTF-PET 27-08104-9	631101 60/C YES HADLEY NO 10328-	HABLEY 10320-9	307360
FAILURE HODE-OUT OF TOLE SE MAXIMUM ALLOMABLE UNDS	TOLERANCE. DURING PET POST VIBRATION PROOF CYCLE B THE SPECIMEN CRACKED AT 71.9 PSIG VS 71.7 PS UNDER FIAL FLOW CONDITIONS, REF S/N 367-0510 T.H. ND 4.	OOF CYCLE B THE BAF -0510 T.H. NO 6.	CINEN CRACKED AT 71.9 PBI	6 VS 71.7 PS	
CORRECTIVE ACTION-ECP 7:	CORRECTIVE ACTION-ECP 7582 REDEFINES BASIC REGUIRENENTS OF RELIEF VALVE. REF. FPR NR F-5011-37 AND FRR NO 654-2-022	RELIEF VALVE. REF.	FPR NR F-5011-ST AND FRA	320-2-959 CM	
PACURATIC-A/B TANK PRESS	69A2946 FUEL TANK PRESSURE RELIEF VALVE	UTP-PET 27-08104-9	631031 GO/C YES HADLEY NO 10328-	HADLEY 10320-9	4630
FAILURE MODE-OUT OF TOLO S PSIG, ALLOMBLE IS 69. REF, B/N 307-0510 J.H.	FAILURE MODE-OUT OF TOLERANCE. DURING PET OPERATING VIBRATION TEST STATIC CRACKING PRESSURE RANGED FROM 60.1 TO 69. 3 PRIG. ALLOMBLE 18 60.5 TO TO.5 PRIG. REBET PPESSURES RANGE FROM 87.0 TO 60.2 PRIG. ALLOMBLE IS 60.5 PRIG MIMIMM. 4 REF. 8/N 307-0510 T.M. NGG.	ON TEST STATIC CRAC E FRON 87.9 TO 00.2	KING PRESSURE RANGED FRU PSIG, ALLOMBLE IS 40.5	69.1 TO 69.	
CORRECTIVE ACTION-ECP ?	ECP 7502 RIDETINES BASIC REQUIRENENTS OF RELIEF VALVE, REF. FPR NR F-5011-31 AND FRR NO 654-2-028	RELIEF VALVE. REF.	FPR NR F-5011-3T AND FRR	NO 654-2-028	
PMEUMATIC-A/B TAME PRESS	69AZOZ6-1 FUEL TANK PREBBURE RELIEF VALVE	U19-PRT E7-06104-9	431030 40/C YES 6	8.H. HADLEY 10926-8	
PAILURE MODE-OUT OF TOLER CE COMDITIONS OCCURRED. TE . S/N 307-0508, T.M. NO.T.	FAILURE MODE-OUT OF TOLERANCE. BURING PRY AXIB III, VIBRATION RETEBY, AT ROOM ANBIENT TELP., VARIOUS OUT-OF-TOLERAN CE compitions occurred, ten trial crack and reseats were attempted. Out-of-tolerances were considered minor. Fprasss , s/m 307-0508, T.M. MO.T.	ON RETENT, AT ACOM EMPTED. CUT-OF-TOLE	AMBIENT TEIP., VARIOUS O RANCES NERE COMSIDERED H	UT-OF-TOLERAN INCR. FPR4050	

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CONNECTIVE ACTION-ECP THE REVISED THE BOOK BPECIFICATION.

GENERAL DYNAMICS CONVAIR DIVISION

DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE

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·	23.0.C.C.	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE DATE DIF	317E 71ME 01F	9 0 N N	VEHICLE SITE PRI VENDOR MANE	
	PHEUMATIC-A/B TANK PRESS	69A1954.1 LOX TAME PRESS RELIEF VALVE	UTP-BLT 27-00103-9	631030	3/09	YES 0	YES 8.H. MADLEY BO 10525-9	•• 1 70
	FAILURE MODE-OUT OF TOLES AT AFTER THE SECOND CRACK THE CRACK PRESSURE WAS 1	FAILURE MODE-OUT OF TOLERANCE. DURING THE STATIC CRACK AND RESEAT PORTION OF THE PROOF CYCLE THE VALVE DID NOT RESEA AT AFTER THE SECOND CRACK FUNCTION UNTIL IT WAS LIGHTLY TAPPED. DURING FULL FLOW RESPONSE THE VALVE FAILED TO RESEAT . THE CRACK PRESSURE WAS 35.6 PSIG WITH AN INLET SPIRE OF 36.1 PSIG. FULL FLOW TANK PRESSURE WAS 32.4 PSIG. REF. 8/N 210-0501 T.H. NO. 4 AND FPR NR F-400E 37.	RESEAT PORTION OF T PED. DURING FULL PLO 1.1 PAIG. FULL FLOM	HE PROOF OF MESPONSES	YCLE THE THE VAL	VALVE 76 FA1 82.4 F	DID NOT RESELLED TO RESEAT	
	CORRECTIVE ACTION-TESTIM	CORRECTIVE ACTION-TESTIME DISCONTINUED AND MALFUNCTION INVESTIGATION CONDUCTED. REF. RTFN-FPR NR F-406E ST. AND FRR FR 654-2-622. VENDOR QUALITY CONTROL INSPECTION HAS BEEN TIGHTENED UP TO PREVENT TROUBLE RECURRENCE.	ESTIGNTION CONDUCTED	. REF. RTI EN? TROUGS	TH-FPR NR.	F-404	JE ST. AND FRR	
	PACUMATIC-A/B TANK PRESS	69AEO20-1 FIEL TANK PRE3SURE RELIEF VALVE	UTP-9LT 27-06104-9	631030	3/ 9	TES O	YES B.H. HABLEY NO 10526-9	98081
	FAILURE MODE-STRUCTURAL. ATURE, ALL OUT-OF-TOLERAN N CAUSING CNIPS TO DE PRE	FAILURE MODE-STRUCTURAL, CRACK AND RESEAT PRESSURE QUIT-OF-TOLERANCE DURING POST ALT PROOF CYCLE ROOM AMBIENT TEMPER Ature, all out-of-tolerances nere less than 0.4 psig and considered wingr, accord stage bleed-off beat was bably nor M causing chips to be present which kept poppet from mederating fully, ppr 4050.	TOLERANCE DURING POS NSIDERED MINOR. SECC ING FULLY. PPR 4030.	.T BLT PROI	HEED-OFF	E 44	NASERY TEMPER NAS BADLY NOR	
	CORRECTIVE ACTION-1100 TEST. FIR DEE, ECP 750E.	EST. FAR OCC. CCP 750E.					į	
	PAELMATIC-A'B TANK PREBS	GOAZ143 BOILGFF VALVE-REGULATOR	UTP-PR7 89-80200-1	620109	>/ 9	YES 60/C	90/C	005 442
	FAILURE MOC-OUT OF TOLE T. ULLAGE THE REGULATOR C DE.	FAILURE MODE-OUT OF TOLERANCE. DURING PRI CRYOGENIC GAS FLOW TEST WITH THE 2570 CUBIC FT. TANK FILLED TO 40 CUBIC F T. ULLAGE THE REGULATOR CAUSED THE UNIT TO CRACK AT 8.0 PLIG. REQ. IS 5.0 PSIG MAY. REF. FPR NR F-40508T. 3/N 300-00 02.	OM TEST MITH THE 251 G. REG. IS 5.0 PSIG	O CUBIC F	TANK TO THE	111EB	TO 40 CUBIC F 6T. 3/N 308-00	
	CORRECTIVE ACTION-TEST C	CORRECTIVE ACTION-TEST CONTINUED. DESIGN GROUP IS TO CHANGE DRAWING 88-SORDS TO CLARIFY CRACK AND RESEAT PRESSURE A Catocenic temperatures. Ref. Far Fr854-2-045.	E DRAWING 69-80200	IO CLARIFY	CRACK AI	C RCS	EAT PRESSURE A	
	PMEUNATIC-A/B TAME PRESS	69A1954.1 LOY TANK PRESS RELIEF VALVE	UTP-9LT 87-06103-9	631060	3/ 93	ž č	7ES B.M. MADLEY NO 109ES-0	

FAILURE MODE-OUT OF TOLERANCE. DURING MISM TEMPERATURE (EAD DEGREES F CHANGER TEMPERATURE, ASO DEGREES F INLET GAS TEMPERATURE) 2-AXIS VIBRATION, THE TEST SPECIMEN WAS OUT-OF-TOLERANCE ON ALL CRACKING AND RESEATING FUNCTIONS PERFORMED. THE VALVE DID NOT MEDELY AT THE END OF THE VIDRATION DHEEF UNTIL THE SPECIMEN WAS TAPPED. REF BAY BIG-0801 T.M. NO. 5 AND FM NO F-4048 8T.

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DIFFICULITES REVIEW-PHEUMATIC STREEM-AIRBORNE

31816 8.00-31916 8.00-31916	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE A	817E PR1	VEHICLE SITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
CORRECTIVE ACTION-NOME.						101166
PMEUMATIC-A/B TAME PRESS	3LY-99-08-313EF MANUAL SHUTGFYALVE-LOX,PIN	FAR 27-08138-1-8	631029 FAC	PACTORY YES	91360-1-L	****
FAILURE MODE-FAIL TO OPERATE SPECIFIED TORGUE WAS APPLIED.	FAILURE MODE-FAIL TO OPERATE AT SPECIFIED TIME, LOCK PIN FAILED TO AUTOMATICALLY DROP IN THE LOCKING MOLE WARN THE PECIFIED TORGUE WAS APPLIED.	ILED TO AUTOMATICALL	T BROP IN TH	E LOCAIN) HOLE WHEN THE	
CORRECTIVE ACTION-ENGINEE WRENCH. EOP ALSO REQUIRED, ICATION LIMITS. A VENDOR C E. 60/C WILL NOT OBTAIN A IME VENDOR FACILITY. REFER	CORRECTIVE ACTION-EMAINEERING OPERATION PROCEDURE \$10-4C REVISION OF APRIL E, 1964 SPECIFIED CORRECT USE OF TORGUE MERCH. EOP ALSO REQUIRED, THAT LOCKING PIN AUTOMATICALLY FALL INTO LOCKING MOLE MEN TORGUE IS VARIED MITHIN SPECIFICATION LIMITS. A VENDOR CHANGE PROPOSAL TO INCREASE PINHOLE SIZE WAS REJECTED DUE TO POSSIBILITY OF ALLOWING LEAKAGE. GO/C MILL NOT OBTAIN A TORGUE WRENCH ADAPTER FOR RECEIVING-INSPECTION BECAUSE GO/C ACCEPTANCE IS ACCOMPLISHED AT THE WENDOR FACILITY. REFERENCE RARS SLV-94-64-56556 AND-3771.	VISION OF AMIL E. ! LL INTO LOCKING MOLE SIZE WAS REJECTED OF	MEN SPECIFIE WHEN TORQUE TO POSSIB GO/C ACCEPT	D CORREC 18 VARI 1LITY OF ANCE 18	T USE OF TORGUE D WITHIN SPECIF ALLOWING LEAKAG KCOMPLISHED AT	
PHELDMATIC-A/B TANK PRESS	69A2143 BOILOFF VALVE-SOLENDID	UTP-PRT 69-80200-1	02105 60/0		TES 60/C	177200
FAILURE HODE-OUT OF TOLEN	FAILURE HODE-OUT OF TOLERANCE. DURING PRI CRYOCENIC GAB FLOM TEST WITH THE 2570 CUBIC FT. TANK AND ULLAGES OF 1900 cubic ft. The soleholds a and B exceeded the allomble 1.5 amp. Max. Rep. FTM NR P-4050 st. S/M 308-0002.	4 TEBT WITH THE 2970 1.5 AMP. MAN. REP.	CUBIC FT. 1 FTS NR F-409	ANK AND 0	ALAGES OF 40 TO 1 308-0002.	
CORRECTIVE ACTION-TEST CO	CORECTIVE ACTION-TEST CONTINUED. DESIGN GROUP IS TO CHANZE DRAWING 69-80200 TO MAKE CURRENT REQUIREMENTS CONPATIBL With the Sclewold Control Drawing Specification, Ref. Try Fr854-2-045.	DRAWING 69-80200 TC FR834-2-045.	HAKE CURREN	T ACOUR	DENTS COPATIBL	
PMEUNATIC-A/B TAMK PRESS	69A2946 FVEL TANK PRESSURE RELIEF VALVE	VIP-FET 27-08104-9	3/05 6301Q		TEB MADLEY NO 103E6-9	01140
FAILURE MODE-OUT OF TOLER FROM 72.3 10 72.3 7816 VB	FAILURE MODE-OUT OF TOLERANCE. DURING PET FULL PLOM REBPONSE TEST FROOF CYCLE B, THE SPECIMEN INITIAL SPINE NAMED FROM 72.3 TO 72.5 7816 VS 72.2 PSIG ALCHABLE. REF. 8/N 387-0510 T.H. NO 4.	E 7E37 PROOF CYCLE 3310 7.H. NO 4.), THE SPECIE	2 18 18 18 18 18 18 18 18 18 18 18 18 18	N. DPIKE RANCED	
CORRECTIVE ACTION-ECP 758	CORRECTIVE ACTION-ECP 1582 REDEFINES BARIC REQUIREMENTS OF RELIEF VALVE. REF. FPR NEF-5011 ST AND FAR NO 634-2-022.	BELIEF VALVE. REF. F	PR NEF-5011	81 AND F.	UR NO 654-2-022.	
PAEUMATIC-A/B TANK PRESS	69AED26-1 FUEL TANK PMEDBUME RELIEF VALVE	UTP-PRT R7-00104-9	6310E8 60/C		7ES D.H. HABLEY NO 15626-9	•

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FAILURE MODE-DUT OF TOLENANCE. TEN OUT-OF-TOLERANCE CONDITIONS OCCURRED DURING PRE MIGH TEMPERATURE VIBRATION AXIS III. CRACKING AND RELIEF WAS BELOW REGUIREDENTS. RANGE VARIED FROM 87.8 TO 80.8 PSES CRACKING AND 65.8 TO 86.7 RESET . PPR-4048; T.M. NO. 6, PER-854-8-DES AND ECP 7508 6/M 807-0909.

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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

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VENDOR HANG VENDOR PART NO			DETANGING, ALL AIDE, AS VALVE				REGUIRED MANU				VENT HOLE RESULTING PROM TRAPPED AIR TEPLOM SEAL. A NETAL PARTICLE MAS COL	NG REQUIRENENT ER SEAL MATERI
9 9 E		20	118.0		ž S	.:	VAL VE			5 8	3 4 A	SHIP OF
311E 11HE 011		Ę	CANT WAS		4	SEQUENCE	401104			FACTORY	AESULTIN L. A HET	ESENT MA
VEHICLE SITE PRI		\$240 \$310\$1	EA OF ADJUS		0301S\$ 4310 E 0	LOP DRAIN	KENCY MODE-			631016	VENT HOLE TEPLOH SEA	ICAS THE PR
DIF DATA SOURCE PART NUMBER	184-2-022.	FAR E7-80750-851	RESSURE VARIED FROM INT LUBRICANT IN AM IN TO BIND.		COMPOSI TE-FRB/DPL E7-80750-851	LAT PROPERLY DURING	PCU LENT INTO ENERGI			FAR 27-01448-029	OF BENSOR BELLONS OF BENSOR BELLONS	5, 60/C 8.C. COMBID DEBIGN WILL NOT INV
TESTARFORT NUMBER FAILED COMPONENT NAME	CORRECTIVE ACTION-ECP 7552 REVISED BOOK SPECIFICATION PRR 884-2-022.	LT-80-08-3198F BOILOFF VALVE, SEALANT	OF TOLERAKE. DURING TAMRING LOK ULLAGE PRESSURE VARIED FROM 6.2 TO 4.2 AND STOPPED DETAMNING. ALL 4.7 PSIG. CAUSE IS ATTRIBUTED TO THE LOX SAFE LUBRICANT IN AREA OF ADJUSTER AND 178 GUIDE. AS VALVE BECAME PROGRESSIVELY MARDER CAUSING ADJUSTER TO BINDTHPEE SCLEWOID SEMSORS FROM STOCK WERE DISASSEMBLED. NO LOX SAFE LUBRICANT MAS FOUND. SEMBORS DIS	IE DIBCREPANCY MAB NOT REPETITIVE.	0A9637L3-4MC-0E-224 BOILOFF VALVE	OF TOLERANCE, BOILOFF VALVE FAILED TO RESEAT PROPERLY DURING LOR DRAIN SEQUENCE.	ERATION TOO LOM. LOM PRESSURE IN LOE TANK, POU NENT INTO ENERGENCY MODE-BOILOFF VALVE REBUIRED MANU	VEHICLE EFFECT-COMPOSITE ABORTED AND REJONEDALED.	CORRECTIVE ACTION-LOE BOIL-OFF VALVE MAS CHANGED.	A-99-00-3153F FOLENCID SENSOR VALVE	RMAL LEAR. THERE WAS EXCESSIVE LEAKAGE OUT OF DENSOR BELLONG VENT HOLE RESULTING FROM TRAFFEU AIR. 18 BELLOMS IS FLEKED. CASE LEAKAGE WAS CAUSED BY COLD FLOW OF TEPLON SEAL. A NETAL PARTICLE MAS CO SEAT DURING MACHINING.	COMECTIVE ACTION-FAILURE CONTINED. PER LETTER DATED SADRES, 60/C B.C. CONSIDERS THE PRESENT MACHINIMA REGUIREMENT To be adequate. Per letter ann-380-fa-64-14 dated 840818, design vill not investigate the use of other seal materi Lr. Ref. Rara-89-06-3860.
8737EM 800-8787EM	CORRECTIVE ACTION-ECP 75	٠ 📥	FAILURE MODE-OUT OF TOLES OMABLE 19.5.8 TO 4.7 PSIG COOLED THE LUBE BECAME PI CURRECTIVE ACTION-THREE	ASSEMBLED TO INSURE DIBOR	PREUMATIC-A/B TANK PRESS	FAILURE MODE-OUT OF TOLE	SYSTEM EFFECT-OFERATION AL OPERATION.	VEHICLE EFFECT-COMOSFIE	CORRECTIVE ACTION-LOE 80.	PMELMATIC-A/B TANK PRESS	PAILUME MODE-EXTERNAL LES BEING FORCED OUT AS BELLO. D MORRED ONTO IME BEAT DU	CORRECT! VE ACTION-FAILURE B TO BE ADEGUATE, PER LETTE ALB. REF. RAR-A-90-00-3000.

FAILURE MODE-OUT OF TOLERANCE. BURING PRY LOW TEMPERATURE VIBRATION AT -125 DEGREES F. THE UNIT LEAKED INTERNALLY PROW THE MISH PORT TO THE LOW PORT. BURING A PROSE CYCLE AT AMBIENT TEMPERATURES THE UNIT ALSO LEAKED. LEARAGE DESAN AT -187 DEGREES F. REF. 8/H 068-1370 T.M. MO.R.

VES CRESCENT NO 89-5001

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COC-1903 PRESSURE TRANSDUCER

PHEUNATIC-A/B TANK PRESS

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	DIFFICULTIES REVIEW-PREMATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBOR					
87876W 848-87876W	TESTARFORT MANGER FAILED CONFORENT HANG	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF TI	111E	E O	VENDOR PART NO	
CONNECTIVE ACTION-DISCON	CONRECTIVE ACTION-DISCONTINUE TESTING AND COMDUCT FAILURE AMALYSIS. TESTING TO CONTINUE USING ANOTHER BPECINEM. PHO EDURES WILL BE MODIFIED TO INSPECT FOR TRANSDUCER CORROSION. REF. FPR NR F-4034-ST. CARR NO. F 4034 AC-1E34 A	IMALYSIS. TESTING TO 1. REF. FPR NR F-403-	CONTINUE UI	1116 AND	2 Z	PPECIMEN. PRO	:
PAELMATIC-A/B TAIN PREBS	SP-90-08-3190F RESTRICTOR-LOX PRESSURE REGULATOR, E7-08167-3 SENSING	FAR . 27-06167-3	2240 E-	:	2 2	96t. 10062	***************************************
FAILURE MODE-OUT OF YOLE	FAILURE MODE-OUT OF YOLENAME, MARGIML DIPFERENTIAL PRESSURE BETWEEN LOY TANK AND REGULATOR SENSING. NO DISCREPANC IES FOUND DURING AMLYSIS, CRIPICE IS AT LOMER LINIT OF ALLOMBLE PLOY. THIS CAUSED A SUMP-FILL-	JRE BETVEEN LOY, TANK DARBLE PLOM. THIS CA	AND RECULATIONS A SURF	TOR SEN -FILL:	Ä	NO DISCREPANC	
CORRECTIVE ACTION-NOT CO	CORRECTIVE ACTION-NOT CONFIRMED. CHANGE & TO 27-81134 OF OCT. E3.1945 FOR WIR, AND CHANGE & TO 27-82310 OF OCT. 25. 1945 FOR ETR PERMITTED THE PCU TO BE BET 1 PRIG HIGHER: 26 1/4 PSIG IF RESTRICTOR 18 AT THE LOWER PORTION OF BAND F OM.	CT. ES.1965 FOR WTR. 1/4 PSIG IF RESTRIC	AND CHANGE TOR 18 AT 19	9 TO 27	65	10 OF OCT. 25. TICH OF BAND F	
PMEUMATIC-A/B TANK PRESS	SOAFS46 FUEL TANK PRESS RELIEF VALVE	UTP-PET E7-08104-8	431001 G	3/ 9	7 CB	YES HABLEY NO 10526-9	61730
FAILURE MODE-OUT OF TOLE O TE.4 PRIG VR TE.E PRIG FLOW AND RESEAT REAUIRED	FAILURE WODE-OUT OF TOLEHANCE, DURING PET FULL FLOM RCSONSE TEST PROOF CYCLE B THE INITIAL SPIKE RANGED FROM TE.S T O TE.4 PSIG VS TE.E PSIG ALLOMBLE AND THE EGO MILLISECOND POINT WAS 71.5 PSIG VS 71.7 PSIG ALLOMBLE PRESSURE, FULL FLOW AND RESEAT REBUIRDHENTS NERE ACCEPTABLE. REF. 2/N 307-0310 T.M. NOE.	E TEST PROOF CYCLE B POINT WAS 71.8 PRIG -0310 T.M. MCR.	THE INITIAL YS 75 . 7 PS10	L SPIKE	A P	ED FROM 7E.3 1 PRESSURE, FULL	
CORRECTIVE ACTION-ECP 7:	75AZ MEDEFINES BASIC MEGUINDENTS OF MELIEF VALVE. MEF. FAR NOFA 654-2-022 AND CARR F-5041-86	RELIEF VALVE. REF.	Par nota es	220-2- 1	ð	CARR F-5041-9C	
PIEUNATIC-A/B TANK PRESS	LV-80-06-3154F 8EAL-HELEUM CHANGE-OVER VALVE	FAR 94-16013-29	831004 631004	¥ 5	ដូខ	TES TORUBEAL NO	3
FAILURE MODE-EXTERNAL LA	L LEARAGE. LEARAGE PAST BEAL, AMALYSIS DID NOT REVEAL ANY BEAL DEFICIENCIES. MATIMS COMPONENTS. Amalysis.	DID NOT REVEAL ANY	MEAL DEPICE	Delie.	3	ME CONTOMENTS	
CORRECTIVE ACTION-PAILU	LURE NOT CONTINUED, FIELD PERBONNEL A	AERE NOTIFIED OF FAR RESULTS ON NOV 19, 1984.	NEBULTS ON	NUT 18.	10.0	•	
PHEUMATIC-A/B TAME PRESS	PPR MR P-5001-MT PRESSURE TRANSOUCER	UTP-PET 87-00109-1	• aoate	n/@	28	YES CAESCENT NO DO-SOOS	·

3

PAILURE MODE-OUT OF TOLERANCE, FOLLOWING IMPERSION TEST THE PET LOT TEST UNIT FAILED TO MEET B-PECIFICATION CUIPUT W OLTAGE RESUMENENTS BY 0.04 VOLTS. NOWING OUTPUT IS 5.16 PLUS ON MINUS D.1700S. REF. FPR MR F-8001-VF. ON A/M 386-9

SCHERAL DYNAMICS CONVAIR DIVISION

BUB-BYBIEK	TEST/REPORT HUMBER FAILED COMPONENT MAME	DIF DATA SCURCE PART NUMBER	VEHICLE DATE DIF	\$17E	PRI VENDOR NAME OTH VENDOR PART NO	
484. CORECTIVE ACTION-VE D. O ELINIMATE INE IN COLEMINS FROM 0-7803	CHARECTIVE ACTION-VENDOR MAS CONTACTED TO UPGRADE THE POTTING MATERIAL AND PROCEDURES. THE SPECIFICATION MAS CHANGE D. TO ELININATE THE THEMERSTON TEST, DELETE THE HERMITE SEAL REQUIREMENT, DELETE THE ALTITUDE REQUIREMENT, AND CHANGE CLEANING PROM 0-78035 TO 0-75003. REF. FIRE NO. FR 454-E-023.	TING MATERIAL AND PR L REQUIREMENT, DELET ES.	ICEDURES.	INE SPECIFI	CATION MAS CHAMEE EMENT, AND CHAMEE	
PHE JANTIC-A/B TANK PRESS	SEATTHE PRESS RELIEF VALVE	UTP-PET E7-06104-9	431501	3/93	VES HADLEY NO 10520-9	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLERANCE, DURING SECOND POINT WERE ABOVE ALLOMBLE PRESS ON MILLISECOND POINT RANGED FROM 71.0 CEPTABLE, REF. B/N 307-0510 T.M. NO 3.	FAILURE MODE-OUT OF TOLCHANCE, DURING PET FULL FLOW RESPONSE TEST PROOF CYCLE B THE INITIAL SPIRE AND THE 200 MILLI SECOND POINT WERE ABONE ALCHANGLE INITIAL SPIRE RANGED FROM 72.4 TO 72.0 PSIG VS 72.2 PSIG ALCHANGLE AND 2 DO MILLISECOND POINT RANGED FROM 71.0 TO 72.1 PSIG VS 71.7 PSIG ALCHANGLE, FULL FLOW AND RESEAT RESUIREMENTS WERE ACCEPTABLE. REF. S./N 307-0510 T.M. NO 1.	MAE TEST PROOF CYCLI RAMED FROM 72-4 TO 7 PSIG ALLCHABLE, FU	E B THE INI 72.0 P316 11 PLOW AND	TIAL BPIKE VS 72.E PS RESEAT RE	AND THE 200 MILLS 16 ALLOMABLE AND 2 BUINCHEMTS NEWE AC	
CORRECTIVE ACTION-ECP	CORRECTIVE ACTION-ECP 1142 NEDEFINED BASIC REQUINEDENTS OF VALVE, RETEST AFTER SPEC CHANGE WAS ACCOUNTINED. REF. F R NO FR 654-2-022 AMD CARR P-5041-9C-1.	JF VALVE, RETEST AFT		MC 48 AC	COPLISED. REF. F	 - -
PACUMATIC-A/B TANK PRESS	4941954.1 LOX TAIR PRESS BELIEF VALVE	UTP-FRT E7-06103-9	\$300S9	3/03	TER B.H. HADLEY NO. 10325-9	••170
FAILURE MODE-OUT OF	TOLERANCE. DURING FULL PLOW MESPONSE PORTION OF TEST AN INITIAL BRINE OF 35.5 PSIS WITH A 200 M 35.1 PSIG WAS COTAINED. MEF. D.N 210-0301 T.M. NO. 4.	PLOV RESPONSE PORTION OF TEST AN REF. D.N 210-0361 T.H. NO. 4.	INITIAL BP	IRE OF 35.1	P815 MTM A 200	
CORRECTIVE ACTION-E	CORRECTIVE ACTION-ECP 75AE CHANGED THE BOOK SPECIFICATION.	REF. RTFH NO.	4LV-29 AND FRR FR654-2-016.	-8-750M	110.	
PAEUMATIC-A/B	POATOED-1 FLIEL TANK PRESSURE RELIEF VALVE	CTP-PET E7-06104-3	630003	۷ 3	YES HADLEY NO 10986-9	30064
FAILURE MODE-OUT OF TOLERANCE, BIK ON AKIN I WHEN BOMMMAHIFT OF RAWSE O . FPE 4031, T.M. MO.S. N.W DOT-0909	F TOLEBANCE, BIK 647-OF-TOLEBANCE CONTITIONS CCCURRED DURING PRI AMBIENT ROOM TEMPERATURE VIBRATI BHIFT OF RANGE OCCURRED. AANSE VARIED PROM 68.5 TO TO.T PSIG CRACKINS AND 66.0 TO 66.5 PSIG RESET .8, 8/N 207-0909.	1710M CCURRED DUR FROM 66.5 TO 70.7 P	ING PRT AND	1CM ROOM 6 AND 64.0	TEISPERATURE VIBAAT To 66.5 PRIG RESC	

CORMECTIVE ACTION-ECP TSAI MEVINED BOOK BPECIFICATION. FIR 664-E-028 M.V.

18 June : 186

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SYSTEM SCB-EYSTER	TEST/REPORT NUMBER FAILED COMPONENT NAME	BIF DATA BOUNCE PART HUNDER	VEHICLE DATE DIF T	718 311	7 5	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUSHATIC-A/B TAME PRESS	SAISSA.1 COR TAME SAESS AELIEF VALWE	UTP-PAT RT-00103-9	234619	×	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TE B.H. HABLEY NO 18485-9	
FAILURE HEDE-BUT OF HE RELIEF HALVE ORNER 1 T.H. NO. B.	FAILUNE HEDE-GUT OF TOLERANCE, BURING VIORNTION BURING AT 1150 CRD WITH EL G. HAVY TO THE GARCINEM HAD 56 6 GAMPNIT He relief Halve oraceed at 75.2 Pale and Blo Hof Redeal Unite. The There had Vorted Bons to be padd. Her. 8/H 216-200 . T.H. HO. S.	SHEEP AT 1138 CAS WITH E1 & INPACT TO THE BATCINES AND 96 & GLAFAUT THEORY. WITH THE THEY HAVE VEHICLE BOARD TO NO PODG. MET. 6/H 216-2004	AT OF TANK	24.5 X	2 2	N 0 847001 T	
CORRECTIVE ACTION-OF PMEUMATIC-A/B TAME PMESS	CONTECTIVE ACTION-SCP 7562 CHAMBED THE BOOK SPECIFICATION. EUMATIC-A/B HE PRESE HE PRESE	1. NGF. 1774 NO. SLV-ET, ANG PAR FE 090-E-016. VTP-1AT 09017 00/C YES 0 87-08104-9 NO 1	43. A16 PM	# × × × ×	75.036.	B. H. MADET	***
FAILURE HODE-OUT OF HIT WAS ELLY PSIS. SA	OF TOLERANCE. DURING IAT, THE CRACKING PRESSURE SPIKED ABONE THE UPPER LIHIT BY 0.5 PSIG. UPPER LI	PERGURE BPIKED ABOM	1 70 4 UPER 1.	1811		116. UPER LI	
CORECTIVE ACTION-NOME.	DE. FRR 654-2-015; BLV-15 (RTPN).						
PHEUMATIC-A/B TANK PRESS	SP-90-08-3148F RESTRICTOR-LOK PRESSURE REGULATOR SENSING	FAR 34 27-De167-3	2120 630903	6-3	YES DEL	DEL 10002	22
FAILURE MODE-CUT OF HERE EXCESSIVE PLUOR R. GREASE DID NOT CAL	OF TOLEARICE. RESTRICTED HELIUM PLOM-E.4 SCFM. ALLOMBLE MINIMUM IS 2.45 SCFM. DISCREPANCIES FOUND. Unpositicome grease and a gooxied microm metal chip in the restrictor-outsoand of the screem filte Cause this rejection.	BOTH. ALLOMBLE HILL WETAL CHIP IN THE	NIMUM IB 2.65 NESTRICTOR-OU	SCFN.	DI BCREI OF THE	PANCIES FOUND SCREEN FILTE	
CCRECTIVE ACTION-NA AVELER INCLUDING A HI 2310, AT ETA ALL PCU NE FLOW BAND. YEXDON	CORRECTIVE ACTION-NOT COMPIRMED. WENDOR WAS NOTIFIED OF EXCESS GREASE. HIS WINDOR- WHO CLEANED THE PARTS ADDED A TR AVELER INCLUDING A HOTE CAUTIONING AGAINST EXCESSIVE UNE OF GREASE. CHANNE 6 TO ET-BILSG AT WIR AND CHANNEE 3 TO ET-B ESSO, AT ETA ALL PCU SETTING TO BE INCREASED I PSIG HIGHER TO 28 1/4 PSIG IF RESTRICTOR IS AT THE LONGR FORTION OF T HE PLOW BAND. VENDOR AGREED VERBALLY TO BUPPLY UNITS MITH FLOW IN THE WIDDLE OF THE BAND OR HIGHER.	IXCESS GREASE, HIS W P GREASE, CHANGE G I TO 28 1/4 PSEG IF PLOM IN THE MIDDLE	DECH- NAO CL IN E7-81154 A TESTRICTOR 18 OF THE BAND C	EANED T T WIR A T AT THE	ME PAR MO CHAI LONER A.	IS ADDED A TR WEE & TO ET-B PORTION OF T	
PREUMATIC-A/B TANK PRESS	6941954.1 LOR TAIN PRESS RELIEF VALVE	UTP-PRT RP-88103-8	*2000	3/8	468	768 B.M. MADLEY 80 18385-9	981710
PABLUME MODE-OUT OF B. THE SABT THREE PLA	of Telebrance. The Gelchime Pressure has but of Telebrace Burins 4 of Beven Pull Flow Restoud Test Flow Tests here within Limits, mef. 3/H 319-0001; T.H. NO. B.	aut of Talbance Bu 818-8161; T.H. 30: 1	\$ 5 TE	19 74L	3	1671 26407631	
CORRECTIVE ACTION-OF	ere the cuineth hat been beteification	SPECIFICATION. NO ATTH NO. QLV-61.	÷				
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GENERAL DYNAMICE CONVAIR DIVISION

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PARTICIPATION STATES STATES AND THE STATES S	<u></u>	3757EM 3UD-8737EM	TEST/REPORT NUMBER FAILEC COMPONENT NAME	DIF DATA SOURCE	VEHICLE SITE PRI	817E	0 P	VENDOR HANE	
PAILURE MODE-CONTANIANTION CAUSED EXTERNAL LEAK.D SCHECK HE SUSTAINER AND SCORES HALVES. POSSIBLY COURSE ROSA 3 SALE CONTANIANTS FARTICLE. AMAINSTS DID NOT REFALL AND SCHEDAKTES. PART WAS REPARCED WITH NO LEAKER. CORECCITY ACTION-NOT CONTINUED. A COMMAND HE NOT CHEK OF HISSILE CAMBOT DE MADE, SIME VONICE WAS LAUGHD. VAND PRESCHOLL WERE HOTSILED OF AMAINSTS RESALTS VIA TELEMONE ON SEPT. 25, 1983. FALUME MODE-CHIERAL LEAKER, SUSPECTED LEAR PROMPER OF THE FORMAND BHOALDER AT 300D PSIE PRESSANE. NO THAN MOUSE LEAR FORMAND SHOULDER AT 300D PSIE PRESSANE. NO THAN MOUSE LEAR FORMAND SHOULDER AT 300D PSIE PRESSANE. NO THAN MOUSE LEAR FORMAND SHOULDER AT 300D PSIE PRESSANE. NO THAN MOUSE LEAR FORMAND SHOULDER AND SHOU		PHEUMATIC-A/B TAME PRESS	3P-90-00-3147F STACING DISCONNECT, BUSTAINER, LO AND FUEL PRESSURE	FAR 18 27-08124-5	2120 430023	:	ž 8	8.M. MADLET 10717-11	<u> </u>
CORRECTIVE ACTION-WOT CONFIRED. A CONTAINATION CHEEK OF THE MISSILE CANNOT BE MOE, SINEE VENICLE MIS LANGUAGE PRESCHALL WERE HOTFIED OF ANALYSIS RESULTS VIA TELEMONE ON SEPT. 25, 1983. PRECHAIL CARRY SP-08-08-1149 FAR 1970 THE BAH. HADLEY AND 13 TER BAH. HADLEY INNE PRESS FAR 1970 FAR 1		FAILUKE MODE-CONTANINA' ROM A SMALL CONTANINATE	TION CAUSED EXTERNAL LEAK. LEAKED BE PARTICLE. ANALYSIS DID NOT REYEAL A	THEEN THE SUSTAINE INT DISCREPANCIES.	R AND BOOST	ER HALVES PLACED W		ខ្ល	
PACCHALICATO PA		CORRECTIVE ACTION-MOT O	CONFIRMED. A CONTAMINATION CHECK OF FIED OF ANALYSIS RESULTS VIA TELEPMO	THE HISSILE CANNOT HE ON SEPT. 25, 19	BE MADE. 8	INCE VEH	וכרב ז		
FAILURE MODE-CRIEGAL LEARAGE, SUSPECTED LEAR THROUGH THE BOOY OF THE FORMARD SHOLADER AT 3000 PRIS PRESSURE, NO THE ROCKLE CASH FOLDS THE MALTES CHAINE, DISCONDECT WAS RELACED ON THE HISSILE. HISSILE. NO LEARAGE WAS THEN NOTED. CORRECTIVE ACTION-NOT CONFIRED. THE SANCAR 10-321 DATED OCT. 11, 1963 WAS SENT TO SITE PERSONNEL DESCRIBING ANALTS 15 KESALTS. A REPLY BY TELEPHONE ACROALEDGED RECEIPT OF THAT. PACUMATIC-A/B FUEL TANK PRESS FUEL TANK PRESS RELIEF VALVE TAILURE MODE-OUT OF TOLESAME. DARING FULL FLOW RESPONSE OF TAIT, (PRT) RESEAT WAS 42.0 PRIS TO 43.0 PRIS INSTEAD OF 46.5 PRIS. TEST CONDITIONS WERE BUILTY WALVE CORRECTIVE ACTION-NOME. FAR 854-E-013 SAV. FULL TANK PRESS CORRECTIVE ACTION-NOME. FAR 854-E-013 SAV. FULL TAILURE WODE-OUT OF TOLESAME. THE CRACKING PRESSURE WAS OUT OF TOLESAMER AT 35.6; MA.S. AND 38.0 PRIS. AFF. BAN 81 OF 515 I.M. AND 38.0 PRIS. AFF. BAN 81 OF 515 I.M. AND 15.1 AND 15.1 AND 15.2 AND 15.1 AND 15.2 AND 15.2 AND 15.2 AND 15.2 AND 15.2 AND 15.2 CHAMGE THE BOOM SPECIFICATION. REF ATTH NO. BLV-81.		PHEUMATIC-A/B TAME PRESS	SP-98-08-3149 R13E-OFF D13COMECT	FAR 27-08120-7	1970		YES	B.H. MADLEY 10028-3	*****
THE RESULTS. A REPLY BY TELEPHONE ACRINOLAEDGED RECEIPT OF THAT. PREJURE HOSE-ALL SAM PRES RELIEF VALVE FAILURE HOSE-OUT OF TOLESANCE. DURING FULL PLON RESPONSE OF 181, (PRT) RESEAT WAS 62.0 FS16 TO 83.0 PS16 INSTEAD OF 64.5 FS16. TEST CONDITIONS WERE NO VIBRATION. ROOM AMBIENT TEMPERATURE RET-S/M 307-0500 TM NO. 1. CORRECTIVE ACTION-MOME. FAR 834-E-013 BLV. FAILURE WORE-OUT OF TOLERANCE. THE CARCAING PRESSURE WAS OUT OF TOLERANCE AT 85:1: B4:0: AND 88:0 P816. REF. 8/M 81 CORRECTIVE ACTION-CEP 7522 CHANGED THE BOOM APECIFICATION. REF RITH NO. BLV-81.		FAILURE MODE-EXTERNAL I ROUGH LEAR PAIN FOUND II NISSILE, NO LEARAGE WAS CORRECTIVE ACTION-NOT	LEARACE. SUSPECTED LEAR THROUGH THE NAME ANALYSIS. LEAR PROBABLY CAUSED BY THEN HOTED. THEN HOTED. CONFIRMED. THY SANCAP 10-321 DATED C	BOOT OF THE FORMAR INCOMPLETE FLARE B	D SHOULDER EALING. DIS	AT 3000 COMECT COMECT		PESSURE, NO THEFLACED ON THE	
FAILURE MOCE-OUT OF TOLEGANCE. DURING FULL FLOW RESPONSE OF 121, (PRT) RESEAT WAS 42.0 PSIG TO 43.0 PSIG INSTEAD OF 40.5 PSIG. TEST CONDITIONS WERE NO VIBRATION, ROOM AMBIENT TEMPERATURE REF-EAM 307-0300 TH NO. 1. CORRECTIVE ACTION-NONE. FAR 834-2-013 SLV. TANK PRESS LOX TANK PRESS LOX TANK PRESS RELIEF VALVE RF-00103-9 FAILURE MOCE-OUT OF TOLEGANCE. THE CAACKING PRESSURE WAS OUT OF TOLEGANCE AT 35.11, 24.0, AND 38.0 P8IG. REF. 3/N 81 CORRECTIVE ACTION-ECP 7542 CHANCED THE BOOM SPECIFICATION. REF RITH NO. 2LV-81.		IS EESULTS. A REPLY BY PHEUMATIC-A/B TANK PKESS	FUEL PHONE ACKNONLEDGED RECEIPT OF THE	01P-PRT ET-09104-9	22003	3,3	2 8	B. M. MADLEY 10326-9	
TAME PRESS LOX TAME PRESS RELIEF VALVE ET-00103-0 60022 GO/C VES B.M.MADLEY TAME PRESS LOX TAME PRESS RELIEF VALVE ET-00103-0 NO 10385-0 PAILURE MODE-OUT OF TOLERANCE. THE CRACKING PRESSURE MAS OUT OF TOLERANCE AT 35:1; 24:0; AND 35:0 PSI6. REF. 3/N E1 0-0301; T.M. MO. 1; CORRECTIVE ACTION-CCP 7562 CHANGED THE BOOK SPECIFICATION, REF RITH MO. 54.V-21.		- ⁵ 8	LEGANCE. DURING FULL PLOM RESPONSE C JONS WERE NO VIBRATION: ROOM AMBIENT FRR 814-2-013 BLV.	JF 1AT, (PAT) RESEA TEMPERATURE REF-1	7 MS 62.0	PS16 10		P316 1143TEAD 07	
FAILURE MODE-OUT 0-0301: T.M. MO. COMECTIVE ACTEO		PHEUMATIC-A/B TANK PRESS	i	C79-PR1 87-00103-0	229083	2/9	ត្តខ	6.M.MADLET 10525-8	***
CORRECTIVE ACTION-ECP 7562 CHANGED THE BOOK SPECIFICATION, REF RIFN NO. BLV-21.	1	<u> </u>	LEAANCE. THE CAACAING PRESSURE WAS C	DUT OF TOLERANCE AT	35.1. 26.0	36 035	9.	16. ACF. B/N E1	
		CORRECTIVE ACTION-ECP	7962 CHANGED THE BOOK SPECIFICATION	. AEF ATFN NO. DLV-	÷.				

GENERAL DYNAMICS CONVAIR DIVIBION

15 JUN 1966

A. Cases 6: A.

	DIFFICULIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBOR	뇧			
STSTEM SUD-STSTEM	TESTARFORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE DATE DIP		PRI VENDOR NAME OTH VENDOR PART NO	
PMEUMATIC-A/B TANK PRESS	ETCEBTS PRESSURE TRANSDUCER	UTP-PET 27-08108-1	9709 ZZ8089	ž 8	CRESENT BB-5001	***************************************
FAILURE HODE-OUT OF 3	SPECIFICATION. DINENSION F OF FIGURE 1 F 18.115 TO .135 INCHES.	OF FIGURE 1 OF BITCIFICATION DANING WAS MEASURED TO BE .150 INCHES.	ANTHE WAS PEASO	5 5	ME .190 INCHES.	
CORRECTIVE ACTION-THE	. SPECIFICATION CONTROL DRAWING WILL BE REVISED TO AGREE WITH PREVIOUSLY ACCEPTED VENDOR DRAWIN	REVISED TO AGREE W	TH PREVIOUBLY	ACCEPTO	D VENDOR DRAWIN	
PNEUMATIC-A/B TANK PREBS	A-99-06-3137F BOILOFF VALVE	FAR 27-08596-7	112F FACTORY 630725		VES CALMEC NO 27-06596-7	15000
FAILURE MODE-EXTERNAL	FAILURE MODE-ERTERMAL LEARAGE. LEARAGE AT 4 PSIG. LEAR RATE IN TWE LABORATORY HAS 150 SCIM AT . Was 750 scim at 44 psig at cryogenic temperature. Allombele rate is 1000 scim at 2 to 10 Psig.	LEAK RATE IN THE LABORATORY HAS 150 BCIM AT 4 PSIG AT AMBIENT AND ALLOMBLE RATE IS 1000 SCIM AT 2 TO 10 PSIG.	MB 150 BCIM A	* * *	AT AMBIENT AND	
COPRECTIVE ACTION-FAI F-08596 VALVE IS SUSPE ABOVE ALLOMBLE BEFORE	COPRECTIVE ACTION-FAILURE HOT CONFIRMED. APPROPRIATE PERSONNEL MEME HOTIFIED OF THE AMALYSIS AND TOLD THAT IF ANY E 7-08596 VALVE IS SUSPECTED OF EXCESSIVE LEARAGE, THAT THE LON TANK SHOULD DE HOWITCHED TO DETERMINE IF LEAV RATE IS ABOVE ALLOMABLE BETONE REJECTING VALVE. REF RAR A-89-08-3452.	MEL MERE NOTIFIED C A TANK SHOULD BE NO	F THE ANALYSIS	AND TOL	D THAT IF ANY E	~ <u></u>
PNEUMATIC-A/B TANK PRESS	SP-99-D0-3144F STAGING DISCONECT-8USTAINER, LOX PRESSURE LINE SEAL	FAR 27-08120-3	2270 FACTORY 830784	1	VES B.H. HABLEY NO 10714-19	993234
FAILURE MODE-CONTANTN OVES IN TEFLON POPPET	NATION CAUSED EKTERNAL LEAK, LEAKING AT 26 PSI WITH BOOSTER NOT ATTACHED. CAUSE WAS IDENTED GAO SEAL. CONTANINATION MAY MAVE CAUSED THE GACOVES.	26 PSI WITH BOOSTE E GROOVES.	A NOT ATTACHED	3875	ALS IDENTED GRO	
CORRECTIVE ACTION-INS	CORRECTIVE ACTION-INSPECTION NAS MOTIFIED OF FAILURE CAUSE PER NEMO REL-65-61-214 DATED 631029.	PER NEND REL-63-61-	E14 DATED 63100	ź		
PME UMATIC-A/B TANK PKEBB	60/463-0534/L1-401-00-75 LON TANK REGULATOR	PLEGAT	750 1-E 450710 E.	ភូទ	• OT L	***************************************
FAILURE MODE-ERRATIC RECOVERED TO MORNAL PR	OPERATION. LOX TANK (ALAGE PRESSURE DECREASED OUT OF TOLERANCE TO RE.; PSIG. THE PRESSURE MAD Ressure by a becombs of plight.	CREADED OUT OF TOLE	RANCE TO 82.1		E FRESSURE MAD	
BYBTEN EFFECT-NONE.						

CORRECTIVE ACTION-MONE. WAICHE EFFECT-NOM.

GENERAL DYNANICS CONVAIR DIVISION

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	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	UNATIC BYBTEN-AIRBON)K				1
SYSTER SUG-SYSTER	TESTAREPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 110 3H17	PRI VEN OTH VEND	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	A-98-38-3842F DIFFERENTIAL PRESSURE BUITCH	FAR 27-08130-1	1307 1	=	7ES HTDRA E NO 32018-1	TES HTDRA ELECTRIC NO 32018-1	•
FAILURE HODE-FAIL TO OPERATE. ME MAS IMPROPER ABJUSTMENT OF	OPERATE AT PRESCRIBED TIME, CONTACTS WOULD NOT OPTH AT THE REGUIRED PRESSURE DIFFERENTIAL. CAU Went of the smitch.	NOULD NOT OPFIN AT TO	E REQUIRED	PIE SUIE	. DIFFCRE	MTIAL. CAU	
CORRECTIVE ACTION-RAR I	CORRECTIVE ACTION-RAR A-98-08-1884 DOCUMENTS THAT APPROPRIATE PERSONNEL WERE HOTIFIED OF THE CONSERUENCES OF MAKING IMPROPER SWITCH ADJUSTNENTS. INSPECTION PERSONNEL VERE REQUESTED TO TRY AND PREVENT REPETITION OF THIS PROBLEM.	ATE PERSONNEL NERE I	IOTIFIED OF	THE CONS	EBUENCES THIS PR	OF HAKING	
PPEUMATIC-A/B TANK PRESS	A-A9-08-3140F BOILOFF VALVE, 9EAL	FAR 27-06586-1	7EC 630717	PACTORY	VES A19E	A18E3EARCH 122296-2-1	3
FAILURE MODE-EXTERNAL LEARAGE. IIION, AND AN INADEGUATE REL-F	LEAKAGE. THO REJECTIONS OF EXCESSIVE LEAKAGE AT LOW PRESSURE. CAUSE, BUTTEAFLY OWERSHOOT COMP Te rel-f seal material. Vendor remorked all but seven valves.	: LEAKAGE AT LOW PREI ED ALL BUT SEVEN VAI	JSURE. CAUSI. VES.	E. BUTTE	IFLY OWER	34007 CO40	
CORRECTIVE ACTION-PER I TO LIPSEAL PROBLEM. IN (, RAR A-A9-06-3644 INC	CORRECTIVE ACTION-PER RAF A-A9-08-3543 SURVEY 73-63 OF 831011 WAS INITIATED. 3 VALVES WERE LOCATED AND RENORMED DUE To LIPSEAL PROBLEM. IN JUNE 1963 VENDOR LEAK CHECKED REWAINING A UNITS. ONE REQUIRED ADJUSTNEMT. S WERE SATISFACTOR 7. RAR A-A9-06-3544 INFORMED THE AIRFORCE OF RESULTS OF FAR AMALYSIS AND LISTED THE BERIAL MANNERS OF THE T VALVES.	OII WAS INLTIATED. S INING 4 UNITS. CHE RI L ANALYSIS AND LISTED	NED. 3 VALVES WERE LOCATED AN OME REGUIRED ADJUSTMENT. 3 ME LISTED THE BERIAL MANBERS OF	RE LOCATE USTNENT. L NUMBERS	D AND RE S MERE S Of 70E	DICAMED BUE LATIBEACTOR 7 VALVES.	
PHELMATTC-A/B TANK PRESS	69C-1993 PRESSURE TRANSDUCER	UTP-PRT 27-06109-1	630712	2/93	YES CRESCENT NO BS-3001	ICENT 1001	363
	ERANIE. DINEMBION F OF FIG. 1.18	BACKED BE (:125) PE	1 976 C COM	TROL DAG.			
PACINATIONAL ACTION PROCESSES TAIM PRESS	SP-80-08-8338F REGULATOR: BENSING RESTRICTOR		2100 630709	:	7E8 DEL 80 10046		•
ה אנונשר המסב-סעד מל זמ מו מל אנונשר פומא, ינימא	FAILURE MODE-OUT OF TOLERANCE. THE LOH TANK PRESSURE REGULATOR BENSING LINE RESTRICTOR PROVIDED INADBUNTE RESTRICTI On OF MELIUM PLOM. PLONED AT 3.25 BCFM. ALLOMBLE RATE IS E.65-2.00 BCFM AT 3000 PSIG.	ATOR BENSING LING R 1.61-2.90 BCFN AT 30	ESTRICTOR P	NOW I DED	INADQUA TE	I AESTRICTI	
CORRECTIVE ACTION-CONFI	WIRNED EKCESS FLOW, RCP 1896-1 APPROYED MARCH 8, 1966 AUTHORIZED REPLACEMENT BY AN ORIFICE TYP	TED MARCH 8, 1966 AU	PORTZED RE	PLACEMEN	P DY AN C	MIFICE TYP	
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GENERAL DISMICE CONVAIR DIVIBION

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		DIFFICULTIES REVIEW-PMEUMATIC BYSTEM-AIRBORNE	MATIC BYBTEN-AIRBOR	¥				
'	8757EN 846-3737EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	11 DE DE	9 0 1 1	VEHICLE SITE PRI VENDOR MANE	
	PHEUMATIC-A/B TAME PRESS	NZ-90-U6-3143F DIFFERENTIAL PRESSURE SWITCH	FAR 27-08130-1	2000 630708	<u>.</u>	ភ្ជុំ	TES HYDRA-ELECTRIC NO 32018-1	:
	FAILURE WOOK-CONTANINATION. MUS 0.3 PSID. CAUSE ATTRIBUTE	HMATION. BUITCH OPENED AT A DECREABING PRESSURE DIPPERENCE LESS HAN THE RESUIRED 0.9 PL ATTRIBUTED TO CORROSION OF INTERMAL COMPONENTS INTERFERING WITH PRESSURE PLATE MOVENENT.	MESSURE DIFFERENCE POMENTS INTERFERING	LEBS THAN THE WITH PRESSURE	THE RESU URE PLAT	5 5	REQUIRED 0.0 PLUS OR MI PLATE MOVEMENT.	
	CORRECTIVE ACTION-CONFTI	CONFIRMED. IN REPLY TO RAR NZ-80-D8-1846 ECP 1820 CHANGED PROM -1 TO A -5 SWITCH FOR MEAPONS CHLY CHANGES TO ELIMINATE CORROSION.	ECP 1820 CHANGED PR	OH -1 TO A	-9 BMI 7	9. AC	R MEAPONS CHLY	
	PMEUNATIC-A/B TANK PRESS	SP-SD-00-3136F RESTRICTOR-LOX PRESSURE REGULATOR SENSING	FAR 27-08167-5	£100 630705	a 124	7E8 OEL	DEL 10046	:
	FAILURE MODE-CUIT OF TOLL . BO SCFH AT 3000 FB16.	OF TOLERANCE, INDERUNTE RESTRICTION OF MELIUM PLOS: PLOKED AT 5.40 BCPH. ALLOMABLE RATE IS 2.89-2. Polg.	Elun Plok. Ploked /	7 3.40 867	H. ALLON	ABLE	RATE 18 2.05-2	
	CCRRECTIVE ACTION- DAGII	DIGINEERING CHANGE PROPOGAL 1596-1 APPROVED MARCH 8, 1963 AUTWORLIED REPLACEMENT BY AN ORIFICE	OVED MARCH 8. 1963 A	UTHOR 1 ZED	REPLACEN	E#1	IY AN ORIFICE 1	
	PAEUNATIC-A/B TANK PRESS	SP-9D-D8-3138F FUEL TANK PREBSURE RELIEF VALVE-CO NTROLLER	FAR VALVE-CO 27-08104-3	750 63070£	1-R	5 0	YES 8.H. MADLEY NO 10524-9	3
	FAILURG MODE-EXTERNAL EL ABLE LIMITO.	MAL LEARAGE. LEAFAGE 148 AT PRIDARY CONTROLLER. TESTING INDICATED THAT LEAK RATE 1416 WITHIN ALLCH	ROLLER. TESTING INDI	CATED THAY	LEAK NA	7 3	IS WITHIN ALLCH	
	CORNECTIVE ACTION-FAILURE NOT CONFIRMED-LI MIR PERSONNEL OF RESULTS OF THE AMALTRIS.	FAILURE NOT CONFIRMED-LEAKAGE WAS WITHIN SPECIFICATIONS. THE ESULTS OF THE AMALTSIS.	SPECIFICATIONS. THE	SAN VAN 6	-78 OF A	8	SAN VAN 8-76 OF AUG B: 1863 INFORMED	
	PREUMATIC-A/B TAINT PRESS	SOLLOFF VALVE BOLENDID	FAR 27-08340-801	0.2002.0	PACTORY	ភូមិ	TES INC MAGNETICS NO 1750	001743
	FAILURE WIDE-FAIL TO OP DEEMERGIZED. COULD HAVE LATCHING IN PROPER POST	TO OPERATE AT PRESCRIBED TIME. MICRO SWITCH FAILED TO MAINTAIN CONTACT WHEN THE MAIN SOLENDID MAS HAVE BEEN CAUSED BY THE PLUMGER BEING 100 SMONT TO MAINTAIN CONTACT, OR BY LATCHING SOLENDID MOT POSITION. ONLY THIS SOLENDID MAS SENT IN FOR AMALYSIS, OTHER PORTIONS OF 27-61448-829 HERE NOT.	TCH FAILED TO MAINTA 30 SHORT TO MAINTAIN 1 FOR AMALTSES. OTHE	IN CONTACT CONTACT. A PORTIONS	GE BY LA	70 M	N SOLENDID WAS NO SOLENDID NOT SEG NERE NOT.	
	CORRECTIVE ACTION-PARLM TO BEND ALL PARTS IN PO.	FAILURE NOT CONFINED. APPROPRIATE PERSONNEL.	HEL MERE INFORMED OF AMALYSIS RESULTS AND MERE RESUESTED THE PAILURE.	7 AMALY818	NGOW. 16	å	MERS ACOMOTED	· · · · · · · · · · · · · · · · · · ·
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GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE

STSTEM SUG-STSTEM	TEST/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	917E 11ME DIF	VEHICLE SITE PRI VENDOR NAMED DATE DE DIP OTH VENDOR PART NO	
PHEUMATIC-A/B TAM, PRESS	SP-80-08-3135F SOLENDE SEMSOR VALVE	FAR 27-81448-829	1570	5	YE8 NO	•
FAILURE MODE-FAILED TO OPERATE AT PRESIDENT THE MISSILE AND MORKED SUCCESSFULLY.	FAILURE HODE-FAILED TO OPERATE AT PRESCRIBED TIME. DID HOT CLOSE. CAUSE UNKNOWN. A REPLACEMENT VALVE WAS INSTALLED IN THE MISSILE AND MORKED SUCCESSFULLY. COKRECTIVE ACTION-FAILURE NOT COMPTRHED. SITE PERSONNEL HOTIFIED VIA TELEPHONE ON HAT 29, 1963 OF RESULTS OF THIS.	LICAE, CAUSE UNEMDM	6. A REPLA	CEMENT W	6. A REPLACEMENT VALVE WAS INSTALLED ON HAT 25, 1963 OF RESULTS OF THIS A	
PMELMATIC-A/8 A-99-14- TANK PRESS SWITCH-P	A-99-14-191-F SMITCH-PRESSURE	FAR 07-4490C-356	630521	FACTORY	TES BOURNS 71732-0-5-6-00 0	004300
FAILURE HODE-CONTANINATION CEBSIVE CONTACT REBIBITANCE. CORRECTIVE ACTION-VENDOR D	FAILURE MODE-CONTAMINATION RESULTING FROM RESIDUE CAUSED BY CITRIC ACTO BATH DURING MANUFACTURE AND RESULTING IN EX Resistve comtact resistance. Corrective action-vendor deleted citric acto bath from the cleaning process.	CITRIC ACID BATH D	URING NAME	FACTURE	AND RESULTING IN EX	
PHEUMATIC-A/B TANK PRESS	SP-91)-08-3132F MANUL SAUTGFF VALVE	FAR 27-00100-1	1495	2 × ×	YES PEACOCK NO 51380-1-K	4111
FAILURE MODE-INTERNAL LE TED 70 EXCESS TORQUE OF E E NOT CORRECTLY ADJUSTED	FAILURE MOE-INTERNAL LEARAGE. SEAL LEAKAGE OF 30 SCIM AT 5.5 PSIG OCCURRED AT THE TOP SWAFT AREA. CAUSE IS ATTRIBU ED TO EXCESS TORGUE OF 216 IM:M-POUNDS TO CLORE AND LOCK SHAFT. REQUIRED FORCE SHOULD BE 25 TO SO INCH-POUNDS. VALV NOT CORRECTLY ADJUSTED AT ABSENBLY.	.S PSIG OCCURRED AT	THE TOP 9	MAFT ARE	A, CAUSE IS ATTRIBU O INCH-FOUNDS. VALV	
CORRECTIVE ACTION-CONFIR	CORRECTIVE ACTION-CONTRHED, YCAR 5000-65 REQUESTED VENDOR TO REVIEW ASSEMBLY AND TEST TECHNIQUES TO ASSURE THAT VA Yes delivered to 60/A meet al, brecified Reguirenta. This was done per a vendor report dated bept 30, 1983, REP R 8 8P-90-08-3647.	TO REVIEW ASSEMBLY WAS DONE PER A VEN	AND TEST TOOR ACPORT	GCHNI QUE	ASSEMBLY AND TEST TECHNIQUES TO ASSUME THAT VA PER A WENDOR REPORT DATED MEPT 30, 1965, REF R	
PNEUMATIC-A/B TAMK PKESS	SP-9D-C8-3138F MANAL BHUTGF VALVE	FAR 27-00100-3	3F 630506	§	YES PEACOCK ND \$1369-1-6	097710
FAILURE MODE-INTERNAL LA CHS LEAVING GUTTERFLY SLI	PAILURY MODE-INTERNAL LEARAGE, GAS LEAKED PAST BUTTERPLY. THE BUTTERPLY TO SMAPT RELATION MAS OUT THE TESTH SERRATI MS LEAVING BUTTERPLY SLIGHTLY OPEN SHEN BMAPT WAS GLOSED: REABJUSTMENT IN THE LAS STOPPED LEARANE. CORRECTIVE ACTION-FAILURE CONFRMED, 60/A REVISED TEST PROCEDURE PCS 353 TO INCORPORATE TORGUE RESURENCEMPS TO LATE	ME BUTTGATLY TO BHA CABJUSTMENT IN THE TOWE PCS 383 TO IN	LAB BTGPM	W the Or LEAKAL	URANAME. LEANAME. MANUE RESUIRENTS TO LATE	
ST APPROYED VENDOR DRAWING. ANSKER TO RAR 3P-90-06-3645.	ST APPROVED PENDOR DRANTNG; SINSS, REVISION N. ACTION DOCUMENTED BY CONKESPONDENCE BATED SEPT 30, 3065 WHICH NAS IN Answer to rar 8P-80-645.	HIED BY CORRESPOND	1 KE 84 TE	2	1000 WILCH MAS IN	······································

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

2012 - 014 2016 - 014	TESTACHORT MUNEEN	DIF DATA SOURCE PART HUMBER	VENICLE DATE DIF	81 TE	VEHICLE SITE PRE VENDOR MANE	<u></u>
PME UMA 11C-A/B 7ANK PRESE	39-90-08-3128F Tust, A35EMBLT-MELIUM PRESSUNIZATI E7-9D005-193	FAR 1 27-90005-193	1180	š	TES 60/C	•
PAILURE MODE-ENTERNAL L.	731LUNE MODE-ENTERNAL LEARAGE. 8-MUTS LEARED DURING A LEAR CHECK. POBSIBLE STRESS RELAKATION, MUTS MERE RETORGUED A Dileat stopped, turi dated mut 16, 1963 from vaps comptried that time abbendly would rot be formanded for amalysis.	CHECK, POSSIBLE STR. THAT THE ASSEMBLY	ESS RELAKAT	TON. NUT K. FORMAN	P WERE RETORBUED A DED FOR AMALYSIS.	
CCRRECTIVE ACTION-PERMISSION TO RETAIN THE RESIDENCE OF DATE GENERAL FOR PROPERTY THE TELECTION AND REQUESTED TO PAY PARTIC TION AND MANEED VENCE AND INSTRIBLE.	COMPECTIVE ACTION-PERMISSION TO RETAIN THE MARDWARE ON THE WEHICLE WAS GRANTED VAFB PERSONNEL VIA TELEPHONE, M.P.S. 24.19543 AMENDED ON DATE SECROS FOR PROPER CONTROL OF PLANE TURE ASSEMBLIES, APPROPRIATE PERSONNEL MERE MOTIFIED OF THE RESECTION AND RESUESTED TO PAY PARTICULAR ATTENTION TO RENUT TORSUING, SO/C ISCONDUCTING TESTS ON STRESS RELAXA TON AND MANE CHANGED VENOOR AND NATERIAL.	WEHICLE WAS GRANTED IL TURE ASSEMBLIES. A 8-MUT TORBUING. GD!	VAFB PERSC PPROPRIATE C 1SCONDUCT	MERSONE PERSONE 1146 TEST	TELEPHONE, M.P.S. L. NEME MOTIFIED OF B. ON STRESS RELAXA	
PHEUMATIC-A/B TANK PRESS	3F-9D-08-3139F PRESSURE REGULATOR-LOX TAIR.	FAR E7-08245-9	1190 1	<u> </u>	VES B.M.MAELEY NO 10704-11	965380
FAILURE MODE-EGRATIC OPERA AS A RESULT OF MELLUM CHAN HIGHER THAN MATINUM ALLONED	FAILURE MODE-EGRATIC OPERATION, UNIT SUBJECTED TO SEVERE OPERATING CONDITIONS- FULL HELION AS A RESEAT OF HELIUM CHANGE OWER VALVE FAILURE, AMALTRIS REVEALED THAT THE BOTTCH OF THE LICHER THAN MATERIAL ALCHED.	PEPATING COMBITIONS- REVEALED THAT THE BO	FULL HELT!	3	AT LOM TEMTERATURE-	
CONTECTIVE ACTION-MONE.	COSRECTIVE ACTION-WOME. IT 13 STANDARD PRACTICE TO REJECT REGULATOR AND RELIEF VALVE AFTER EXPERIENCING EXTREME OPE	REGULATOR AND RELIEF	VALVE AFTE	A EXPERI	ENCING EXTREME OPE	
PACURATIC-A/B TANY PRESS	SF-30-06-313A P26ULATOR	FAR 27-09163-3	1190	1-8	YES B.H. MADLEY NO 103ES-5	:
FAILURE HODE-OUT OF SME PULL LOS PLOM AT LOW TEN CRACK AND RESEAT PRESSUL TH THE POPPET DIAPHRAGE	OF SPECIFICATION. RELIEF VALVE AND LOM REGULATOR MERE REJECTED BECAUSE THEY HAD BEEN SUBJECTED TO LOW TEMERATURE AFTOR VELLUM CHAMME OVER VALVE DID MO' CLOSE AT COMMIT STOP. TESTIME INDICATED THAT PRESSURES HAD SHIFTED UPHAMD ROUGHLY D.? PSI SINCE THE IAT OF MAY REJISSI. SMALL CRACKS WERE FOUND APHRAGE CAUSED BY THERMAL SHOCK AND PLEXURE. THESE CANCKS COULD INCRESSE CRACK AND MESEAT PRESSURE.	GULATOR WERE REJECTE ALVE DID MO' CLOSE A PSI BINCE THE 187 OF E. THESE CANCKS CONL	D BECAUSE 1 T COM11 SI NAY E6,194	HEY HAD COP. TEST 11. SHALL CRACK AN	BEEN SUBJECTED TO ING INDICATED THAT CRACKS WENE FOUND D MISEAT PRESSURE.	

COMPECTIVE ACTION-UNKNOWN.

78E 630415 FAR 27-08:36-1 4-99-09-91536 BOILOFF VALVE PICURATIC-A/B 14. PEC55

FACTORY YES AIRESEASON NO 122206-2-1

PAILURE MODE-EXTERNAL LEAKAGE. LEAKED IN EXCESS OF THE FERNITED 1000 BCIN WARMUM AT PRESSURES BETWEEN & AND 8 PRI 4. CAUSE WAS IMPROVES ARIAL ADJUSTMENT OF BUTTERFLY ON THE BHAPT AND BY IMPROPER AMBULAR ADJUSTMENT OF THE BUTTERFLY CLOSIMS POSITION. A RUBBER PARTICLE MAS FOUND BETWEEN VALUE BEALING SURFACES BUT IT WAS NOT COMMECTED WITH THIS REJ £ 2 8. 2466 9070

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8-00-873TEH	TERT, / APOR: YUMBER PAILED COMPONENT NEWE	DIF DATA BOUNCE PART NUMBER	VEMICLE BITE PRI	VENDOR P	NAME ART NO	
CONECTIVE ACTION-PER RAN H OF VALVE PROVED LOX TANK USTMENT PROCEDURE, NUBJECT TO BE SENDINED, SEE SURVEY	ER RAR A-99-08-3479 RECEIVED 430705, CONTAMINATION TEBIS AFTER CLEANING AMD PRIOR TO INSTALLATIO 3X TANK TO BE CLEAN, VENDOR REVISED HIS ASSENDLY NETHOD ON 451101 TO CLEARLY DEFINE BUITERFLY ADS 108JECT VALVE SHIPPED ON 42,029. REFERENCE VCAR 4299-65. BIX VALVES WITH THIS DISCREPANCY RENAIM SURVEY PER FAR-A-A-8-08-8140.	STANDART ON TEBLE AL SERENCY METHOD ON TE WCAR 4289-68. BE:	FTER CLEANING AND 181101 TO CLEARLY K VALVES WITH THE	PRIOR TO INSTA DEFINE BUTTER) DIBCREPANCY R		?
PREUMATIC-A/B Tales PRESS	3P-99-00-3117F DUCT ASSCHDLY-FUEL TANK RELIEF VAL E7-00200-1 VE/FITTING	FAR 2 00200-1	1350 FACTORY 630415	YES CLIFOT EMGINET NO RING ECIEVS-1		
FAILURE MOE-STRUCTI ON OF THREADS, ROUGH	MAL. RING MUT FROZE TO THREADS FROM MACHINING	NEXT ABSEMBLY CUCT ET-80207-803. CAUSE ATTRIBUTE TO IMMÉGUATE LUBRICATÍ AND TO DESIGN-LIGHT WEIGHT HATERIAL: LARGE DIANETER AND FINE THREADS.	AUSE ATTRIBUTE TO L. LARGE DIANETER	INADEGUATE LUB AND FINE THREA	A1CA11	
CORECCIVE ACTION-N CRNIME FS-1281 FLUOR CHAMGED AT THIS TIN	CORECCIPE ACTION-MANUFACTURING PROCESS SPECIFICATION 24.05 MAS REVISED FOR COMPLETE THREAD LUBRICATION USING DOM C ORNING FS-1281 PLUDROPLLICONE GREASE. INSTALLATION IMPROVEMENT WILL BE INVESTIGATED. PRODUCTION DRAWINGS WILL NOT BE CHANGED AT THIS TIME, REFERENCE RAR SP-89-90-3631 AND INTER COMPANY LETTER OF APRIL 26, 1963.	HOW 24.05 MAS REVISED FOR COMPLETE THREAD L. IMPROVEMENT WILL BE INVESTIGATED. PRODUCTION AND INTER COMPANY LETTER OF APRIL 26, 1983.	CHPLETE THREAD LUI SATED: PRODUCTION APRIL 26, 1983.	DRAWINGS WILL	DOM C	
PHEUMATIC-A/B	SP-99-08-3122F FUEL TANK PRESSURE RELIEF VALVE	FAR 27-08104-3	1190 1-2 630410	NO 8.H. HABLEY		88888
FAILURE MODE-EXTERNA ALLOMBLE TOLERANCE.	WI LEAK. WELIUM LEAKAGE AT BASE OF VALVE SENSING PORT. TESTING CONCLUDED THAT LEAKAGE WAY WITHIK.	E BEMSING PORT. TES	TING CONCLUDED TH	IT LEARAGE UN.	ž	
CORRECTIVE ACTION-FAILURE. F RESULTS OF THIS ANALYSES.	CORRECTIVE ACTION-FAILURE, NOT CONFIRMED, THA SANVAN 9-232 SENT TO V.A.F. BASE ON MAY RE 1963 INFORMING PERSONNEL RESULTS OF THIS AMALYSIS.	SENT TO V.A.F. BAS	E ON NAT 22 1965	HEORNING PERSO	MEL O	
PACURATIC-AZB TANK PPESS	A-99-08-3113C CHECK VALVE-TANK PREBSURE LINE	FAR E7-08154-1	GEE FACTORY	7 YES B.M. MADLEY NO 10588-1		101101
FZ ILURE MODE-EXTERNA	ME LEARAGE AT THE OUTLET PITTING, CAUSE NOT KNOWN. NO ANALYBIS PERFORMED.	NOT RINCHAL NO ANAL	TBIS PERFORMED.			
CORRECTIVE ACTION-N ACTION BY DEPT 148 G	CORRECTIVE ACTION-NOME. 60/C MAS NO FUNDS FOR ACTION ON MISSILES RETURNED FOR UF DATE OR REFURBISHMENT. CORRECTIVE Action of DCPT 146 on THESE MISSILES CEADED APRIL 16 1963.	BSILES RETURNED POR	UF CATE OR REFURE	II DINENT. CORRE	C11 VE	
PECUNATIC-A/B TAME PECOS	BF-90-06-3119F RESTRICTUR LOW PRESSURE RESULATOR SCHEINS	FAN 27-05167-1	1900 8-3	VES DEL ND 10048		
PAILUNE MODE-OUT OF M OF MELTUN PLOW AND	' TOLEGAMCE. PLOY THROWN LOX PRESSURE REGULATOR BENJIMS LIKE REFRICTOR HAD EXCESSIVE RESTRICTIO I GIO NOT PLOM TME REGULADD 2.55 TO. 2.50 SCPM. TSSTIMS RESULTED IN THE OPPOSITE ENCESSIVE PLOW O	CONLATOR BENJIMG LI D BCPM. TSBTIMG REB	IR REFIRICTOR HAD ENCEASIVE RESTRICTION. ULTED IN THE OPPOSITE ENCESSIVE FLOW O	CHCESSIVE ACSO DITE ENCESSIVE	7.00 to	
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STATEN SUB-STATEN	TEST/AEPORT WUNGER PAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VENICLE SITE DATE DATE DATE	PRI VENDOR MANE OTH VENDOR PART NO	
F 3.1 SCFN. REASON FOR OUT	3.1 SCTN. REASON FOR OUT OF TOLERANCE FLOW MAS INCORRECT DENSITY OF THE BINTERED MATERIAL.	DENSITY OF THE SINTE	THE BINTERED MATERIAL.	TATES AN AMERICAN	7000
CE TYPE RESTRICTOR.	CTION, MOI COM INMED. ECT 1590-11				
PMELHATIC-A/B TAHK PRESS	SP-99-08-3111F DICT ASSEMBLY-FUEL TANK RELIEF VAL E7-00E00-1 WE, FITTING	FAR L. E7-00E00-1	1350 FACTORY 6303E9	YES ELLIOT ENGR NO EKIEES-1	
FAILURE MODE-STRUCTURAL. READS. FAILURE MAS ATTRIE UT DISTORTION BY INCORREC	FAILURE HODE-STRUCTURAL, RI'S MUI FROZE ON RY-BOZO7-BOS DUCT. REHOVAL OF RING NUT RESULTED IN GALLED AND DAMAGED TH READS, FAILURE MAS ATTRIBUTED TO INADEQUATE LUBRICATION OF THREADS, ROUGH THREADS FROM MACHINING, OR FORSIBLE RING N UT DISTORTION BY INCORRECT USE OF INSTALLATION TOOL.	CT, REMOVAL OF RING THREADS, ROUGH THREA	RING NUT RESULTED IN GALLED AND DAMAGED THREADS FROM MACHINING, OR POSSIBLE RING	LED AND DAMAGED TH OR POSSIBLE RING N	
CORRECTIVE ACTION-MANNERS NG DON CORNING FS-1281 FL L NOT BE CHANNEED AT THIS	CORRECTIVE ACTION-MANUFACTURING PROCESS SPECIFICATION E4.05 MAS REVISED CALLING FOR CONPLETE THREAD LUBRICATION UNI NG DOW CORNING FS-1E81 PLUDIOSILICONE GREASE, INSTALLATION IMPROVENENT WILL BE INVESTIGATED, PRODUCTION DRAWINGS MIL L NOT BE CHANKED AT THIS TINE, REF RAR-SP-98-08-3431 AND AN INTERCONFANT LETTER OF APRIL 26, 1963.	S WAS REVISED CALLIN INPROVENENT WILL BE I INTERCOMPANY LETTER	G FOR COMPLETE THRE INVESTIGATED. PRODU OF APRIL 26, 1963.	THEED LUBRICATION UST RECOUCTION DRAWINGS WILL 963.	•
PNC UN TIC-A/B TANK PQESS	A-99-06-3113F DHFFEENTIAL PRESSURE BATTON	FAR 27-06130-1	1630 FACTORY 630322	YES HYDRA ELECTRIC NO 32018-1	3416
FALLINE MODELCONTANTINAT EL RAWGE IS DID PLUB OR C C ACTION.	FAILURE HODE-CONTANIMATION: A READING DURING A TEST OF INCREASING LOW SIDE PRESSURE WAS 0.5 PSI DIFFERENTIAL. ALLOM En rawge is 0.0 plus or himis 0.3 psi differential. Cause attributed to corrobion of internal components and Galvani c action.	REASING LOW SIDE PRE	SSURE WAS D.5 PSI D ON OF INTERMAL COMP	WAS D.5 PSI DIFFERENTIAL. ALLOM INTERNAL COMPONENTS AND GALVANI	
CORRECTIVE ACTION-RAR AN INTERNAL CONTONENTS.	AG-BIS-08-3830 DATED 830409 REQUEBTID BALTCH BE REPLACED BY	DM TCH BE REPLACED		A SIMILAR ONE MAVING MARD ANDDIZED	
PPE UMATIC-A/B Take PRESS	A-60-04-5107f	FAR 27-06102-23	630313 ETR	YES FLUIDGENICS NO PEST-1	961940
FAILURE MODE-OUT OF SPEC	BPECIFICATION, FUEL TAME PRESSURE INCREASED COUNT DOMN. CAUSE A BROKEN STOP VALVE SHAFT.		TO 83 PAIG WIEN FRANSFER TO INTERIML PRESSURE WAS	HAL PRESSUR WA A	
CORRECTIVE ACTION-CON'S AF BABE, RURU G-29-10-59 KR AMALYBIB AND TEBTING	CORRECTIVE ACTION-CONTINED). CORRECTIVE ACTION MAS MANDLED BY THE AIRFORCE, COPIES OF PAR AND PMOTOS MERE SEMI TO V If BASE, RINTU G-28-10-981 DITED OCT. 9, 1848 RESULEND A FIELD BUNNEY TO LOCATE RESULATORS REQUIRING CHANDING. PURTH IS AIMLYSIS AND TESTING MAS RECOMMENDED TO TO DUPLICATE COMDITIONS RESULRED TO BREAK THE POPPET BHAFT.	BY THE AIRFORCE. CO	PIES OF PAR AND PM REGULATORS REGULAT BREAK THE POPPET BE	STOR WERE BELLT TO V HE CHANSING, PURTH HAPT.	- · · · - 1

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

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3131EH 8UB-5721EH	TESTARFORT MUSER FAILED COMPOSENT MANE	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	\$1.7E	PRI VENDOR NAME OTH VENDOR PART NO	
PMEUNATEC-A/B	8P-AB-08-3108F PLIG-HELIUM BOTTLE	FAR 27-80208-9	630312	FACTORY	7£8 80	
FAILURE MOC-ENTERME	EPMAL LEAKAGE. LLAKED THAU HOLE IN THE CENTER. CAUSE WAS INCLUBION OR SLAG DEPOSITS INHERENT IN THE 5 STAINLESS STEEL.	TER. CAUSE WAS INCLU	16 M 95	AG DEPOBL	18 DOCERENT IN TAC	
CCO HECTAME ACTICA-RAR MOT TAKEN BECAUSE DESI	CONTECTIVE ACTIVATAR SPASSOR SEQUESTED THAT THE CALLOUT FOR 303 S.S. BE REMOVED FROM THE DRAWING. ACTION WAS MOT TAKEN BECAUSE DESIGN DID NOT CONSIDER THE PROBLEM HAD SUFFICIENT MACHITUDE.	LOUT FOR 303 3.8. BE SUFFICIENT MACHITUDE	RENOWED F	RON THE C	RANTING. ACTION IMB	
FHEURATIC-A/B TAME PEESS	LV-PO-DB-3170F FUEL TAMK PRESSUME DUCT ABSENDLY	FAR E7-80F07-803	351D 430311	MIR	YES AIRITE NO	13.55
FAILURE MODE-STRUCTURA CRACKS SOJACENT TO BOSS	FAILURE MODE-STRUCTURAL. AUDIBLE LEAKAGE OF 310 CC PER MINUTE WAS NOTED AROUND THE 27-80331-1 PORT DUE TO TWO DUCT Chacks adjacent to Boos Fillet Weld, This Was Caused By an excessive bendims force on the Boos.	UTE WAS NOTED AROUND EXCESSIVE BENDING FOR	THE 27-80	331-1 POI BOS3.	T DUE TO THE BUCT	
CORECTIVE ACTION-PER RAR SSIVE LOADING ON INE BRISS.	I-PER RAS LV-A9-08-3780 PERSONNEL INSTALLING OR HANDLING THIS DUCT NERE CAUTIONED NOT TO APPLY EXCE. ME BRISS. COPIES OF RAR WERE SENT TO THE FIELD.	WE OF HANDLING THIS !	DUCT NERE	CAUTIONEE	NOT TO APPLY EXCE	
MELUPATICAZO TANK PPESS	MC-A9-D2-D37F STAGING DISCOMECT	FAR 27-75919	£060 630301	FACTORY	YES NO	15846
FATLURE MODE-OUT OF (OLD INCORRECT FABRICATION FROM REDIME UP 1810 THE	OF (QLERANCE-THE IN-FLIGHT HELIUM PRESSUKE DISCONNECT DID NOT MATE PER E.O.P. 3E4.1.E (PS.E4) DUE 'ATION AND MACHINING OF THE LOCKING BALLB ATION AND MACHINING OF THE 27-73511-9 BUSHING. SHALLON SHOULDER DEPTH PREVENTED THE LOCKING BALLB O THE BUSHING AS DEGREE BHOILDER.	E DISCONNECT DID NOT HIMG. SHALLON SHOULDI	MATE PER	E.O.P. 32 REVENTED	4-1-E (P3-24) DUE T THE LOCKING BALLE	
COCRECTIVE ACTION-CONFIRMED, CORRECTIVING BY TCA 12. (2.) E.C.N. 9 ON E7-7 MS 50 (1)- CL-E-1W MAS ISSUED TO SBAM, E7-E04E6, E7-E04E3 AND E7-T3511-7 AND OB2-61 SENT TO VENDOR O AND W MACHINE NEW CAUSE, NEW CAUS	COKRECTIVE ACTION-COMPIRMED. CORRECTIVE ACTION HISTORY 13E04 DOCUMENTS FOLLOWING ACTION. (1.) E.O.P. 345.1.E MAS RE 114CF DT TCA 12. (2.) E.C.N. B ON 27-73519 AND E.C.N. D ON 27-20426 MERE RELEASED. (3.) A T.C.N. R AGAINST T.O. 21-8 850 (1)- CL-2-19 MAS ISSUED TO SARMA. (4.) ALL STOCKS AND SPARES MERE CHECKED FOR DASALMS COMPLIANCE ON 27-8218-13. 27-20426. E7-20423 AND 27-73511-7 AND -8. (9.) MERT ASSEMBLIES MERE CHECKED FOR INSTALLATION PHENSION. (6.) YGAR 3. 82-81 SENT TO VENDOR O AND M MACHINE CO. INFORMINS THEN OF PROBLEM. (7.) TEST CONDUCTORS ON D BERIES AT ETH AND ATRI NERE INFORMED OF THE MODE AND CAUSE. (9.) WUALITY CONTROL BURYEY INSTRUCTIONS 11-63 MERE INITIATED.	04 DOCUMENTS FOLLOHII 17-EDAEG MERE RELEAS PARES MEME CHECKED 165 MEME CHECKED FOR PROBLEM. (7.) TEST (BUNTY INSTRUCTIONS I	W ACTION. D. (3.) A OR DRAVIM I INSTALLA ORDUCTORS I-63 MERE	(1.) E.O.P T.C.M. R A E COMPLIANC TION PINENS CM D BENIE INITIATED.	(1.) E.O.P. 345.1.E WAS RE T.C.N. R AGAINST T.O. 21-8 COUPLIANCE ON 87-82136-1. TON PIMENSION. (6.) YGAR 3 ON D BERIES AT ETR AND WTR INITIATED.	
PAEUNATIC-A/E YACK PRE38	AF04-064/A1 MELIUM FLEX LINE	COUNTDOING	1920	-	35 50	1
FATURE MODE-LEARING EN	FAILURE MODE-LEARING EXTERNAL, MELIUM PLEX LINE,					
BYBTEN EPPECT-DEPLETION	LETION OF GAS SUPPLY, NELIUN LOAD STOPPED PRESATURELY DUE TO LEAR IN FLEN LINE.	PRESATURELY DUE TO L	EAR 110 PL	EX LIME.		
WENTELE EFFECT-COUNTROL	UNTDOMN DELATED.					

GENERAL DYNAMICS CONVAIN DIVISION

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DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE

			MANUAL SIGNATURE STREET	ť				
A	BYSTEN BUB-SYSTEN	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART HUMBER	VEHICLE DATE DIF	827E 73ME 03F	# 5 # 6	VENDOR NAME VENDOR FART NO	
CORRECT	CORRECTIVE ACTION-LEAR F	FIXED.						•
PHEUMATIC-A/B TAME PRESS	9/4	SP-90-08-311EF RESTRICTOR-LOX PRESSURE REGULATOR SENSING	FAN 27-04167-1	1900	25	5 5	TES 60/C NO DEL 10046	:
FAILURE TO R. BO	FAILURE MOE-OUT OF SPEC TO R.BO B.C.F.M. CAUBE,	OF SPECIFICATION OR TOLERANCE EXCESSIVE RESTRICTION OF MELIUM FLOW. DID NOT FLOW THE REGUIRED E.65 Cause, incorrect density of sintered material.	STRICTION OF HELIUM IAL.	PLOK. DID	5	ž	REGULATO E. 65	
CORRECT	CORRECTIVE ACTION-ECP 15	HECP 1586-1, APPROVED MARCH 8, 1943, AUTHORIZED REPLACEMENT BY AN ORIFICE TYPE RESTRICTOR.	RIZED REPLACEMENT B	T AN ORIFI	CE TYPE	REST	10108.	+
TANK PRESS	• \ \ - \	SF-90-00-3101F DIFFERENTIAL PRESSURE SALTCH	FAR 27-00130-1	1490	4 5	ř 5	YES HYDRA ALECTRIC NO 32018-1	15730
FAILURE SIGN FOUR	FAILURE N'OE-OUT OF TOLE SION FOUND ON INTERNAL CO L'10 OPEN THE BMITCH.	FAILURE N'OE-CUT OF TOLERANCE. OPENED AT 0.99 INSTEAD OF AT 0.9 PLUS OR MIMUS 0.3 PSID. FAILURE ATYRIBUTED TO COPRO SION FOUND ON INTERNAL COMPONENTS HINDERING NOVENENTS OF THE PRESSURE PLATE-REQUIRING A SMALLER PRESSURE DIFFERENTIA L' TO OPEN THE SMITCH.	0.9 PLUS OR MINUS (PRESSURE PLATE-REG	0.3 PSID.	FAILURE PARLES P	ATYR!	BUTED TO COPRO RE DIFFERENTIA	
CORRECT 17CH FOR 148.3 APPI CEED 148.3	CORRECTIVE ACTION-1. IN 17CH FOR WEARON HISSILES NAS APPRIVED FOR A DESIG CEED NAS RECIEWED.	CORRECTIVE ACTION-1. IN REPLY TO RAK AG-80-00-609 ENGINEERING CHANGE PROPOSAL 1020 CHANGED FROM -1 TO 27-00130-5 SW TCH FOR MEARON HISSILES CHR.Y. THIS INCORPORATED CHANGES TO ELIMINATE CORROSTON. 2. ENGINEERING CHANGE PROPOSAL 7000 WAS APPROVED FUR A DESIGN DEFICIENCY CHANGE, WITHOUT COST FOR SLY HISSILES. WO'C PROTECTED, NO AUTHORIZATION TO PRO EED WAS RECIENTD.	NG CHANGE PROPODAL ELIMINATE CORROSION OR SLV MISSILES. WO	1620 CHANG . E. ENGIN	CD FROM EERING ED. NO A	-1 TC	27-06130-5 3W PROPOSAL 7800 12ATION TO PRO	
PIEUNATIC-A/B TANK PREBB	-479	A-89-08-3100F RISE OFF DISCONDECT COUPLING VALVE 27-DSI28-5 -POPPET	FAR 27-06129-5	1.63D 630203	FACTORY	ភូទ	YES AIRATERRA ROFL NO YN PRODUCTS 4449-1	997556
FAILURE FAILURE	FAILURE HONE-OUT G' TOLE POPPET MA ERROREOUSLY	FAILUME HONE-OUT GF TOLFAANCE, PROBE TOO BHORT TO HAKE CONTACT WITH MATING PART, VALVE WILL NOT OPEN, A GROUND E POPPET WAS EAROMEOUSLY IMSTALLED ON HIBBILE. THO GROUND FITTINGS MATED LACK 0.488 INCHES BEFORE CONTACT.	ACT WITH MATING PAR TTINGS MATED LACK O	T. VALVE N.	ILL NOT	8 8	A GROUND VALV	
CORRECT! TATED THE ERCHANGES O1-010.	CORECTIVE ACTION-IN AND TATED THAT TIGHTER B.C. M ERCHAMELABLE, WENDOR ADDE DI-GIO, THIS MAB APPROVED	CORRECTIVE ACTION-IN ANSWER TO WCAR 3734-83 DATED 830429 THE VENDOR HAD ALERTED HIS PERSONNEL OF THIS PROBLEM AND B TATED THAT TIGHTER 8.C. MILL BE ENFORCED. VENDOR ADDED HOTE TO GROUND AND AIRBORNE POPPET DRAWING INDICATING NOT INT ERCHAMMEABLE. WENCOR ADDED UNE OF A GAGE TO A TEST PROCEDURE TO DETECT A WICHGLY INSTALLED PART. REVISION C TO RYY-S OI-GID. THIS WAS AFPROVED BY 60/A ON JULY 8, 1968, RETERENCE RAR A-89-06-3627.	E VENDOR HAD ALERTE TO GROUND AND AIRBO TO DETECT A UNCHEL RAR A-BS-CG-3627,	D HIS PERS RNE POPPET Y INSTALLE	OMEL OF DRAVING D PART.	141 1601 1601	CATING NOT INT 1004 C TO RTY-1	
PAEURATIC-A/B	4/6	HG-AB-DB-3088-F LOK TANK PRESSURE REGULATOR	FAR 27-00101-53	1800	PACTORY	<u>5</u> 8		
C TAIR PE	PAILUME MODE-OUT OF TOLERANCE. E TANK PRESSURE MEASING OF 25.8 ME CONTINED AS BOTH MESULATORS	RANCE, PRESSURE REGULATOR 8/19 209-0464 AND 912-0280 FAILED WHEN THE SIMULATED HISSILE ULLAS P 25.8 PSIS PELS BELOW THE ALLOMBLE 86.3 PLUS OR HINUS 0.3 PSIA DURING LEARASE PILL, FAILU LATORS MESE ON THE LOW SIDE OF THE RESUIRED LEARASE FILL BAND OF 86.3 PLUS OR HINUS 0.3 PSI	184 AMD 918-0290 FA E R6.3 PLUS OR MINUM REQUINED LEAKAGE FII	11E0 WEN 0 0.3 PBIA 11 BAND OF	74E - 974E DUM 146 88.3 P.	222	MIDDILE ULLAGE PILL PAILU	
							PA42 0014	

CONVAIR DIVISION

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		200000 1210 110	- Lander	9116	THE NEW PARK	
8181EX 818-9181EX	TENTALFORT NUMBER FAILED COMPONENT NAME	PART NUMBER		113E DIF OTH	- 1	
CORRECTIVE ACTION-LE	-ICA PINED.					***
PREUMATIC-A/B TANK PRESS	SP-SD-DS-SIIRF RESTRICTOR-LOX PRESSURE REGULATOR SENSING	FAR CR 27-00167-1	1900 WTR 630213	40.	6 60/C DEL 19048	:
FAILURE MODE-OUT OF : TO 2.30 3.C.F.M. CAU	OF SPECIFICATION OR TOLERANCE EXCESSIVE RESTRICTION OF MELIUM FLOW. DID NOT FLOW THE REQUIRED E.65 CAUSE, INCORRECT DENSITY OF SINTERED NATERIAL.	RESTRICTION OF MELIU TERIAL.	4 FLOW. DID HO	7 P.COL 1	ME REGULARD 2.65	
CORRECTIVE ACTION-EC	-ECP 1596-1, APPROVED WARCH 8, 1943, AUTHORIZED REPLACEMENT BY AN ORIFICE TYPE RESTRICTOR.	THORIZED REPLACEMENT	BY AN ORIFICE	TYPE RES	TRICTOR.	 1
PNEUMATIC-A/B TANK PRESS	SIFFERENTIAL PRESSURE SATTOM	FAR E7-06130-1	1490 VTR 830206	ă	B HYDRA ELECTRIC 320x8-1	******
FAILURE MODE-OUT OF STON FORMAL L. TO OPEN THE SMITCH.	FAILURE MODE-OUT OF TOLERANCE. OPENED AT 0.59 INSTEAD OF AT 0.9 PLUS OR MIMUS D.5 PSID. FAILURE ATTRIBUTED TO CORRO SION FOLKD ON INTERNAL COMPUMENTS HINDERING MOVENENTS OF INE PRESSURE PLATE-REQUIRING A SMALLER PRESSURE DIFFERENTIA L TO OPEN THE SMITCH.	AT 0.9 PLUS OR MIMUS INE PRESSURE PLATE-RE	D.S PSID. FAI QUIRING A SMAL	LER PRES	RIBUTED TO CORRO SURE DIFFERENTIA	·
CORRECTIVE ACTION-1. ITCH FOR MEANON HISSI MAS APPROVED FOR A D CEED MAS RECIEVED.	CORRECTIVE ACTION-1. IN REMLY TO RAR AG-98-D8-699 ENGINEERING CHANGE PROPOSAL 1820 CHANGED FROM -1 TO 27-D8130-5 SM TCM FOR MEAPON HISSILES ONLY, THIS INCORPORATED CHANGES TO ELIMINATE CORROSION. 2. ENGINEERING CHANGE PROPOSAL 7800 WAS APPROVED FOR A DESIGN DEFICIENCY CHANGE, WITHOUT COST FOR SLY HISSILES. 40/C PROTECTED. NO AUTHORIZATION TO PRO EED MAS RECIEVED.	IRING CHANGE PROPOSAL TO ELIMINATE CORROSIO IT FOR SLY MISSILES. G	18ED CHANGED N. E. ENGINEES D/C PROTECTED	FROM -1 11NG CHAP NO AUTH	TO E7-06130-5 3W KE PROPCSAL 7800 CRIZATION TO PRO	
PACURATIC A/B TANK PRE38	A-89-08-3100F Risk of Discondent Counting VALVE 27-08129-1	FAR LVE 27-06129-1	1830 FAC	FACTORY YES	YEB AIRATERRA ROYL NO YN PRODUCTS 4488-1	
FAILURE MODE-OUT OF E POPPET MAS ERRONEOU	FAILURE MODE-OUT OF TOLEZAMCE, PROBE TOO BHORT TO MAKE CONTACT WITH MATING PART, VALVE WILL HOT OPEN, A GROUND VALY E POPPET MAS EARONEOUSLY INSTALLED ON MIRRILE. THO GROUND FITTINGS MATED LACK 0.486 INCHES BEFORE CONTACT.	CONTACT WITH NATING PA FITTINGS NATED LACK	RT, VALVE WILL 0.486 INCHES	FOOT OF	IN, A GROUND VALY MTACT.	
CORRECTIVE ACTION-IN TATED THAT TIGHTER G. ERCHANGEABLE. VENDOR 03-010. THIS WAB APPR	CORECTIVE ACTION-IN ANSWER TO VCAR 3754-83 DATED 630423 THE VENDOR HAD ALERTED HIS PERBONNEL OF THIS PROBLEM AND S TATED THAT TEMTER 0.C. WILL BE ENFORCED. VENDOR ADDED NOTE TO GROUND AND AIRBORNE POPPET DRAWING INDICATING NOT THI ERCHANNEABLE. VENDOR ADDED USE OF A GAGE TO A TEST PROCEDURE TO DETECT A NROWELY INSTALLED PART. REVISION C TO RITH-1 01-010. THIS MAS APPROVED BY 60/A ON JULY 8, 1963. REPERIENCE RAR A-89-06-3627.	, THE VENDOR HAD ALER! STE TO GROUND AND AIRB HARE TO DETECT A WROM THEE RAR A-89-08-368F.	ED HIS PERSON CANE POPPET DI LY INSTALLED	RAMING 19 PART. NE	ISS PROBLEM AND S DICATING NOT INT HISION C TO RTY-1	
PICUUATIC-A/8 TANK FRE86	MS-AS-08-3088-F LOX TAM PRESURE REGULATOR	FAR 27-06101-53	1800	PACTORY VE	7£8 80	
FAILURE MODE-OUT OF TOLERANCE. E TANK PRESSURE READING OF 18.8 AE CONFIRMED AS BOTH MEDULATORS	FAILUME MODE-OUT OF TOLERANCE. PRESSURE RESULATOR B/N 209-0454 AND BLE-0260 FAILED WHEN THE BIMMLATED HIBBILE ULLAS E TANK PRESSURE READING OF 25.8 PSIG PELL BELGK THE ALLOMABLE 26.3 PLUS OR MINUS 0.3 PSIG DURING LEARARE FILL: PAILU AE CONTINNED AS BOTH MESULATORS WERE ON THE LOW BIDE OF THE RENIRED LEARARE F DANG OF 26.3 PLUS OR HIMUS 0.3 PSI	MOLE BO.3 PLUS ON MIN HER REGULATED LEARANE ?	AILED WHEN THE NA 0.3 PEIS D BANG OF 20	E SIMULA MING LE	FRE SIMMATED RISSILE ULLAS DURING LEARACK FILL, FAILY 86.3 PLUS OR RIBUS D.3 PSI	
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818-1181EH	TEST/REPORY MUBER FAILED COMPORENT MANE	DIF DATA BOURCE PART NUMBER	DATE DIF TIME DIF		OTH VENDOR PART NO	
CORRECTIVE ACTION-EX SE SONTIGUATION CHAN RING COUNTDGM.	CORRECTIVE ACTION-EXTENSIVE TEBTING OF THREE REGULATORS AT STELLARDYNE AND 643 FLOW LAB TO DETERNINE MAIT STELLARDY. The Complementon changes will be neig. Bary to support mercury booster 130-b; also to simulate actual learage fill du Ring countdoin.	T BTELLARDYNE AND GA URY BOUBTER 130-D; A	8 FLOW LAB T LSO TO SIMUL	D DETERNIN ATE ACTUAL	LEAKAGE FILL DU	
PME UMATIC-A/B TAIM PMESS	A-99-04-3154F HELLUM CHANGEOWER VALVE-O-RING	PAR 27-06116-11	67f 630120	PACTORY YES	YES ROBERTHAN FUL. NO TON 1080-22031	•
FAILURE MODE-EXTERNA RODUCED DURING VALVE	FAILURE MODE-EKTERNAL LEAKAGE. LEAKAGE MAS DLE 10 A 10RN BILICOME O RING BOPTENED BY CONTACT WITH BILICOME O Roduced During Valve Rendra. A Stripped Gear Train, caused by Urgug Polarity, Prevented Valve Prom Operating.	MAS DUE TO A TCRN BILLICOME O RING SOFTENED BY CONTACT WITH SILLICOME GEAR TRAIN, CAUSED BY WRONG POLARITY, PREVENTED YALVE PROM OPERATING	ENED BY CONT PREVENTED YA	ACT WITH B LVE PROB O	ILICONE OIL, INT PERATING.	
CORRECTIVE ACTION-CO	CORRECTIVE ACTION-CONFIRMED, 1, 60/A TEST PORSCHAEL NEME NOTIFIED OF 133 NAS ADDED TO THE INSPECTION FOLDER OF THIS VALVE TO ASSUME PROPER FOR REPAIR.	NERE NOTIFIED OF CAUSE OF SEAR TRAIN FAILURE, A COPY OF EOP THOM TO ABBURE PROPER TESTING, E. THE VALVE MAS FORMARDED TO TENDOR	SCAR TRAIN FAILURE. A COPT 2. THE VALVE MAS FORMARDED	FAILURE. A	COPT OF EOP 110	
PIEUMATIC-A/B TANK PRESS	NZ-99-00-3121F STACING DISCOMECT-FUEL PRESSURIZA ET-DE184-S TION	FAR 2A ET-DE1E4-3	6210S) 630169 0003	PACTORY YES	YES MADLEY MO 10717-19	•
FAILUKE MODE-CONTAN! OPES IN THE TEFLON SE N THE SEAT.	IANINATION, LEAKAKE OF 100 SCIM CBSENED, ALLOMBLE IS 23 SCIM, SOME LEAKAKE MAS DUE 10 SMALLOW GAD 1 SEALS, GROOMES CAUSED BY METAL PARTICLE GOUGING, OTHER LEAKAKE IS ATTRIBUTED 10 METAL PARTICLES O	ALLOWBLE IS ES SCI GOUGING. OTHER LEAK	M. BONE LEAK AGE IS ATTRI	ACE WAS DUBUTED TO 3	E TO BMALLOW GRO	
COERCCTIVE ACTION-PC LPSUPE THAT THE COUP SIED THE PHEUMATIC BY E PER EOF 335.8.1 AND	CORECCTIVE ACTION-PER RAR NZ-99-08-3440 GD/A NOTIFIED 8.C. AND PRODUCTION OF FAILURE CAUSE. ACTION NAS REQUESTED TO FYSUPE THAT THE COUPLING IS CLEAN TO REQUIRED STANDARDS PRIOR TO MAYING. THE BANYAN 6-187 DATED JUNE Z4, 1964 AEUE TED THE PHEMALIC SYSTEM OF MISSILE EDOD BE CHECAED FUR POSSIBLE CONTAKTNANTS. NOWE WERE FOUND. INSTALLATION WILL B PER EOP 335.8-1 AND 345-11-2.	C. AND PRODUCTION OF FAILURE CAUSE. ACTION WAS REQUESTED T PRICE TO MATING. THE BANNAM G-187 DATED JUNE E4, 1964 REGI POSSIBLE CONTANTMANTS. NOME MEME FOUND. INSTALLATION MILL	FAILURE CAUN BANYAN 6-167 1. NOME WENE	E. ACTION DATED JUS FOUND. IN	MAS REQUESTED TO E 24, 1964 REQUE TALLATION WILL B	
141M PRESS	NZ-99-09-3121F STACING DISCONCCT-FUEL PRESSURIZA E7-08124-1 TION	FAR 2A E7-001E4-1	6310C) 0003	FACTORY YES	YES MADLEY NO 10717-11	-
FAILURE MODE-CONTANT OVES IN THE TEPLON BE IN THE BEAT.	IANTALTION, LEARNEE OF 160 SCIM OBSERVED. SEALS. GROOVES CAUSED BY METAL PARTICLE	ALLOMBLE IS ES SCIM. SOME LEARAGE WAS DUE TO SMALLOW GAO! GOUGING. OTHER LEARAGE IS ATTRIBUTED TO METAL PARTICLES O	H. BONE LEAN AGE 18 ATTRI	AGE WAS DE	ET TO SMILLON GAC	
CORRECTIVE ACTION-PE INSURE THAT THE COUR BIED THE PHEMATIC BY PEX EUP BBS-8-1 AND	CORRECTIVE ACTION-PER RAR NZ-99-08-3840 GO/C NOTIFIED 8.C. AND PRODUCTION OF PAILUPE CAUSE, ACTION HAS RESUESTED TO THISME THAT THE COUPLING IS CLEAN TO REQUIRED STANDARDS PRIOR TO NATIMS. TWE SANDARD S-107 DATED JUNE R4: 1004 NEWE TED THE PHEMATIC STRIKE OF MISSILE 2000 SE CHECKED FOR POSSIBLE CONTANINATS. NOWE WERE FOUND. INSTALLATION WILL SE PER EUP 335.0-1 AND 348-16-2.	. AND PRODUCTION OF REGHT TO MATING. THE CONTANTNATOR	PAILUPE CAUG BANVAN 0-101 NOME NERE 3	E. ACTION PATED JUN OUND. IND	WAS REGUESTED TO E E4: 1984 REGUE ALLATION WILL BE	
					FA6C D075	

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE

8781EH SUB-3781EH	TEST/REFORT HUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE	PRI VENDOR MANE	
PNEUMATIC-A/B TAIM PRESS	NZ-9D-08-5120F STAGING DISCOMMECT-LOX PRESSUME, E 27-D6124-3 USTAINER	1 	1020 WTR 650128	NO MADLET YES 10117-11	93269
FAILURE MODE-EXTERNAL LEVENTAL THE FOUND LEAK TO BE WITH COSTER-HALF DISCONNECT WAS	FAILURE MODE-EXTERNAL LEARATE. LEARAGE AT 60 PSI. RATE OF LEAR UMINOMN. ALLOMED RATE IS 25 BCIM. USING MELLUM. TEST ING FOUND LEAR TO BE WITHIN ALLOMBLE. NO DEFECTS MERE FOUND THAT COULD CAUSE LEARAGE IN EXCESS OF 25 BCIM. MITIME 8 COSTER-HALF DISCOMECT WAS NOT SENT IN FOR AMALTSIS.	LAK UMKNOMN. ALLONED THAT COULD CAUSE LE	RATE 18 23 BCIV Nambe in Excess	I, USING HELIUM, TEST OF 25 BCIM, MATING B	
COPRECTIVE ACTION-FAILURI 3 1.8 SCIM, ALLOMBLE 18 I T BOTH MAIING DISCOMEET	COPRECTIVE ACTION-FAILURE NOT CONFIRMED. TWI SANVAN 5-172 DATED 630314 WAS BENT TO V.A.F. BASE STATIMS-LEAK FATE NA 3 1-8 SCIM, ALLOMBLE 15 25 SCIM OF MELIUM. MATING BOCSTER MALF NAS NOT SENT IN FOR ANALYSIS. 17 MAS RECOMMENDED THA T BOTM MATING DISCOMMECT MALYES BE SENT IN IF PROBLEM OCCURS AGAIN.	DATED 650514 WAS BENT MALF WAS NOT SENT IN 18 AGAIN.	TO V.A.F. BASE FOR ANALYSIS. 11	WAS SENT TO V.A.F. BASE STATING-LEAK FATE WASENT IN FOR ANALYSIS. IT WAS RECONNENDED THA	
PMEUNATIC-A/B TANK PRESS	NZ-99-06-3093-F PLEXIBLE LINE, BELLONS	FAR 27-D0216-1	630117 FACTORY	YES FLEXIBLE METAL NO HOSE HS489	606739
FAILURE WODE-LEAK EXTERNA LINE, THE FAILURE, RESULT STAIMLESS STEEL.	EXTERMAL-THE PLEXISLE LINE REPORTEDLY FAILED WHEN IT DEVELOPED A LEAK IN THE FLEK PORTION OF THE RESULTING IN LEARAGE THROUGH THE BELLOMS, IS ATTRIBUTED TO A CORROSIVE ATTACK BY CHLORIDE ON THE	LED WHEN IT DEVELOPE IS ATTRIBUTED TO A	O A LEAK IN THE	FLEX PORTION OF THE BY CHLORIDE ON THE	
CORRECTIVE ACTION-ALL FU	CORRECTIVE ACTION-ALL FUTURE ASSENDLIES WILL BE CLORELY INSPECTED FOR CONFORMANCE TO GD/C CLEANING REBUIRDIENTS.	PECTED FOR CONFORMAN	E 10 40/C CLEAN	INS REGULADIONIS.	
PMEUMATIC-A/B TANK PRESS	A-59-06-3054-F TUBE ASSY	FAR 27-81003-69	630117 FACTORY	TES 40/C NO	09240
FAILURE MODE-LEAR EXTERNA AS DUE TO FLARING TOOL DIE	EXTERMAL. TUBE ASSY FAILED DURING A PRESSURE CHECK. ASSY LEAKED AROUND THE CONNECTIONS. FAILURE H 'OOL DIE HISALIGNDENT AND MEAR.	URE CHECK. ABSY LEAK	CD AROUND THE CO	NNECTIONS. FAILURE W	
CORECTIVE ACTION-ADOPTIC NERE INSTRUCTED AND CAUTIC LARING CENTERS AND DIES N	CORRECTIVE ACTION-ADOPTION OF 10% MAGNIFICATION AND IMPROVED LIGHTING IN THE TUBE FLARE INSPECTION AREA. PERSONNEL ERE INSTRUCTED AND CAUTIONED TO EXERCISE CARE IN ADMERING TO ALL SECTIONS OF MPS 24.1688 FOR TUBE END PLARES. ALL P ARING CENTERS AND DIES WERE PURGED AND REINSPECTED FOR CONFORMITY.	S LEGATING IN THE TU S ALL SECTIONS OF MP DRHITY.	SE FLARE INSPECT	ION AREA. PERSONNEL BE END FLARES. ALL F	
PHEUNATIC-A/B TANK PRESS	SP-9D-08-3103F PESTRICTOR-LOK PRESSURE REGULATOR	FAR 87-06147-1	1570 WTR 630118	7E\$ 10046	

CORRECTIVE ACTION-ENGINGERING CHANGE PROPOSAL 1884-1, APPROVED MARCH 8, 1831, AUTHORIZED REPLACEMENT BY AN ORIFICE

PAILUME MODE-OUT OF TOLERANCE, FAILURE CAUSED A SI PSIG PRESSURE INSTEAD OF THE REGURED ES TO RE PSIG IN LOW TANK ULLAGE. RESTRICTOR ALLONED AN INSUFFICIENT ANOUNT OF MELIUM TO FLOW, 2.65 TO 2.50 SCPN REGURED. RESTRICTOR PAILED TO MEET PLOW REGUREMENTS SECAUSE OF INCORRECT DENSITY OF THE SINTERED MATERIAL.

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SEMERAL DIMMICS CONVAIN DIVISION

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	DIFFICULTIES REVIEW-PMCUMATIC STREM-AIRBORME	HATIC STRTEN-AIRBON	¥		
STOTEN SUG-STOTEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI	PRI VENDOR HANE OTH VENDOR PART NO	
THE RESTRICTOR. VEHICLE	VEHICLE 1570 RENGARED INTO 3500.				2
PHEUMATIC-A/B TANK PRESS	DA674 LS-4MO-01-137 RESTRICTOR-FLUID FLOM	COMPOSETE-PRE/DFL. 87-06167	1570 E-3 630114	, č	66794
FAILURE MODE-OUT OF TOLES	FAILURE MODE-OUT OF TOLERENCE. THE PROGRAMMED PRESSURE CRIFICE DID NOT ALLOM ENOUGH GAS TO FLOM.	ICE DID NOT ALLON E	NOVEM GAS TO FLOW.		
STSTEM EFFECT-OFERATION TOO MIGH. HE AIRBORNE RELIEF VALVE.	THE LOK TAIR	WAS OVER PRESSURIZED. THROUTHS THE PCU INTO EMERGENCY AND CRACKING	THE PCU INTO ENERG	ENCY AND CRACKING T	
YEMICLE EFFECT-COMPOSITE ABCRTED AND RESCHEDULED.	ABCRTED AND RESCHEDULED.				
CORRECTIVE ACTION-PAILED	PART REPLACED.				
PMELMEATIC-A/B TANK PRESS	A-99-06-3090F SUPPORT DUCT, LOX RELIEF VALVE	FAR E7-81091-1	56F FACTORY 650111	768 80	-
FAILURE MODE-EXTERNAL LE	FAILURE MODE-EXTERNAL LEARAGE. PIN MOLE LEARS IN DUCT WELD BEAD. LEAR TESTS MADE EARLIER "ISE COMPRESSED AIR, NOT ME Lium. Mo reguirement exists to lear test the meld bead.	BEAD. LEAK TEBTS MA	DE EARLIER 11SE CO	PRESSED AIR, NOT HE	
CORRECTIVE ACTION-FAILURE D REQUIRING MELLUM FOR 47 FORMED ON THE BEAN WELD.	CORECTIVE ACTION-FAILURE CONFIRMED. ON DATE 450124 OPERATIONAL PLANNING AND PRODUCTION ORDER 27-81081-1 NAS REVISE REQUIRING MELIUM FOR AT PSIG PRESSURE TEST. ECP 385.878 PARAGRAPH 4.7.5 REQUIRES THE BUBBLE PLUID LEAR TEST BE PZR ORMED ON THE SEAM WELD.	480124 OPERATIONAL PLANNING AND PRODUCTION ORDER 27-61091-1 MAS ECP 385.874 PARAGRAPH 4.7.5 REQUIRES THE BUBBLE FLUID LEAK TEST	ROUKTICH ORDER 27 RES THE BUBBLE FLL	-81081-1 MAS REVISE ID LEAK TEST BE PER	
PMEUNITIC-A/B TAME PRESS	NZ-99-68-3081F ADAPIER FITTING, HELIUM BOTTLE TO TUBING	FAR 7-87990-8	1950 FACTORY 650103	۲ ۲۵ ۳۵	•
FAILURE MODE-STRUCTURAL. THE SOS CRES STEEL. DATE C	TURAL. THE ADAPTERS LEAKED AT THE THREADS. ONE ADAPTER WAS CRACKED. DATE OF SECOND FAILURE WAS 2-1-63.	. ONE ADAPTER WAS C	RACRED. CAUSE WAS	CAUSE MAS BLAG INCLUSIONS 7N	
CORFECTIVE ACTION-FAILURE CONFIRMED, CIC ET AS ALTERNATE MATERIALS WITH A286 PREFERED.	CORECTIVE ACTION-FAILURE CONFIRMED, CIC 27009 AND CHANGE D OF 7-87380, DATED 6-25-63, ADDED ARRE, 302, 304 AND As alternate materials with area preferred.	OF 7-47380, DATED	6-25-63, ADOED A24	6: 302; 304 AND 321	
PRECENTIC-A/B TANK PRESS	A-89-06-31D6C DIFFERENTIAL PRESSURE SWITCH	FAR 27-08130-1	193D PACTORY 621226	YES HYDRA ELECTRIC NO 38018-1	
FAILURE MODE-STRUCTURAL.	ELECTRICAL RECEPTACLE POURD BROKEM. PART WAS NOT RECEIVED FOR ANALYBIS.	. PART MAS NOT RECE	I WED FOR AMALYBIS.		
CORRECTIVE ACTION-PAILUNE ED, PER KCP 10E2, THIS -9	CORECTIVE ACTIOM-PAILURE NOT CONFIRMED. A MODIFIED BUITCH RY-DB130-5 REPLACED THE -1 BUITCH FOR THE E AND P MIBBIL Eb. Per Ecp 1827, This -9 Buitch hab a Planmed Electrical Receptacie Boldered to the Care. Rar ab-bb-bb-bbb ibbued	E7-08130-5 REPLACED CEPTACLE BOLDERED 7	TME -1 BUITCH FOR O TME CARE. RAR AG	THE E AND P HIBBIL.	

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DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE

ANGE BE EXTENDED BET LVE TO POPPET 13 C. TO POPPET 14 C. TO POPPET 14 C. TO POPPET 14 C. TO POPPET 14 C. TO POPET 14 C. TO POPPET 14	.0.
BOLLOFF VALVE RIEMAL. DID NOT HOLD PRESSURE FROM 1 TO 4 PRIG. FOUND EPEATUD IMPACT OF POPPET 13 CAUGING THE REL-F SEAT TO IRNED. 60/A ON 11 JUNE 1983, APPROVED VENDOR CHANGE VY ON THE SEAL GROOVE, UNION HAD CAUGED CRACKING. A-99-D8-3089F ELAKAGE, FAILED TO HOLD PRESSURE AT 4 PSIG CAUSED BY F EL F GASHET AND THE SEAT THUS PREVENTING COCPLETE CLOS COUNTY TO THE D. RAR A-99-D8-5807 REQUESTED THAT VENDOR COUNTY TO THAT VENDOR HAD INFORMED THEIR ENGINEERING A S9-98-D8-3093-F BOILOFF VALVE ASSY FAILED WHEN LOW RELIEF AND SHUT WE DRAIN SERVENCE ATTER A DPL. DURING THE DPL. THE CRAC OF ADJUSTHENT WHEN RECEIVED FOR FAILURE ANALYSIS. CAL FIELD. SENT TO FIELD PERSONNEL OF THE RESULTS OF FAILURE ANALYSIS. AND THE TO ELINIMATE RECALISATION OF THE UNIT WHILE VEN WADE TO ELINIMATE RECALISATION OF THE WAIT WHILE VEN S9-7 CHANGED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE	FACTORY VED
RHED. GD/A ON 11 JUNE 1983, APPROVED VENDOR CHANGE WON THE SEAL GROOVE, WHICH HAD CAUSED CRACKING. A-99-06-3069F EARAIE. FAILED TO HOLD PRESSURE AT 4 PSIG CAUSED BY F. EARAIE. FAILED TO HOLD PRESSURE AT 4 PSIG CAUSED BY F. C. F. GASKET AND THE SEAT THUS PREVENTING COGPLETE CLOS XUMENTED THAT VENDOR HAD INFORMED THEIR ENGINEERING A 30-98-08-3093-F BOILOFF VALVE ASSY FAILED WHEN LOW RELIEF AND BHUT I DASIN SERVENCE AFTER A DPL. DURING THE SPL. THE CRAC OF ADJUSTNEMY WHEN RECEIVED FOR FAILURE ANALYBIS. CAI FIELD. ENT TO FIELD FERBONNEL OF THE RESILTS OF FAILURE ANAL WHOE TO ELINIMATE RECALIBRATION OF THE UNIT WHILE WENNER TO ANAMED TO ELINIMATE RECALIBRATION OF THE MARP EDGES OF THE CHANGE OF THE RADIAL SHARP EDGES OF THE CHANGE OF THE RADIAL SHARP EDGES OF THE CHANGE OF THE TABLAL SHARP EDGES OF THE CHANGE OF THE RADIAL SHARP EDGES OF THE CHANGE OF THE TABLAL SHARP EDGES OF THE T	GEIEIT NO SEEZSG-3-1 NO TO BE LEAKING EXCESSIVELY IN BOTH RELI D SHEAR ALONG BEALING SUNFACE.
A-99-08-3089F EARAGE, FAILED TO HOLD PRESSURE AT 4 PSIG CAUSED BY F L. F. GASKET AND THE SEAT THUS PREVENTING COGPLETE CLOS CURENTED THAT VENDOR HAD INFORMED THEIR EMCINEERING A 39-98-08-3093-F BOILOFT VALVE ASSY FAILED WHEN LOX RELIEF AND SHUT DRAIN SERUENCE ATER A DPL. DURING THE DPL. THE CRAC OF ADJUSTICANT WHEN RECEIVED FOR FAILURE ANALYSIS. CAL FIELD. ENT TO FIELD PERSONNEL OF THE RELULTS OF FAILURE ANAL WADE TO ELIMINATE RECALISAATION OF THE UNIT WHILE VEN- T CHAMEED TO INSURE THAT ALL RADIAL SHARP EDGES OF T	KP-002, WICH HODIPIED THE SEAL TO ELIMI
EARPIE. FAILED TO MOLD PRESSURE AT 4 PSIG CAUSED BY P. T. F. 64 SKET AND THE BEAT THUS PREVENTING COOPLETE CLOST TO SELECTENED. RAR A-99-D8-3807 REQUESTED THAT VENDOR TO SELECTE THAT VENDOR HAD INFORMED THEIR ENGINEERING A TOP SELECTE VALVE ASSY FAILED WHEN LOX RELIEF AND SHUT TO PAIN SEQUENCE ATER A DPL. DURING THE SPL. THE CRAC OF ADJUSTMENT WHEN RECEIVED FOR FAILURE ANALYSIS. CAL FIELD. ENT TO FIELD PERSONNEL OF THE RESULTS OF FAILURE ANAL FIELD. ENT TO FIELD PERSONNEL OF THE RESULTS OF FAILURE ANAL FIELD. TO CALINIANTE RECALIBRATION OF THE UNIT WHILE VEN- TO CAMMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CAMMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WHILE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE THE RELIEF OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE THE RELIEF OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE THE RELIEF OF THE UNIT WITH THE VEN- TO CHAMED TO BLIMMATE THE RELIEF OF THE VEN- TO CHAMED THE RECALIBRATION OF THE UNIT WITH THE VEN- TO CHAMED THE VENEZUE OF THE VENEZUE OF THE UNIT WITH THE VENEZUE OF THE VEN	67F FACTORY VES CALMEC 600133 621212 NO 122250-3-1
RE CONFIRMED, RAR A-99-D9-3807 REQUESTED THAT VENDOR KUMENTED THAT VENDOR REQUESTED THAT VENDOR ACUSENTED THEIR ENGINEERING A SP-98-D8-3093-F FAR BOILGFF VALVE SENSOR ET-61448-BES BOILGFF VALVE ASST FAILED WHEN LOW RELIEF AND BHUT OF FILLE AND HULT THE CRACK ADJUSTMENT WHEN RECEIVED FOR FAILURE ANALTSIS. CALFIELD. ENT TO FIELD FERSONNEL OF THE RESULTS OF FAILURE ANALTSIS. CALFIELD. ENT TO FIELD FERSONNEL OF THE RESULTS OF FAILURE ANALTSIS. CALFIELD. TO CALINTANTE RECALIBRATION OF THE UNIT WHILE VENTURE TO SHAME TO FIRE WASTAL BALAR EDGES OF THE CAMMED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE CAMMED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE CAMMED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE CAMMED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE CAMMED TO INSURE THAT ALL RADIAL SHARP EDGES OF THE CAMMED THE CAMMED THE CAMMED THE CAMMED THE CAMMED THE CAMMED OF THE CAMMED THE CAMMED OF THE CAMMED THE CAMMED OF THE CAMMED	FOREIGN MATERIAL IN THE VALVE AT INSTALL DOING OF PILOT VALVE.
19-98-08-399-F BOILGFF VALVE SENSOR E7-81448-8ES COFFICATION-VALVE ASSY FAILED WHEN LOX RELIEF AND SHUT F DRAIN SERVENCE ATTER A DPL. DURING THE DPL. THE CRAC OF ADJUSTNEWS WHEN RECEIVED FOR FAILURE ANALYSIS. CAL FIELD. WADE TO FIELD PERSONNEL OF THE RESULTS OF FAILURE ANAL MADE TO ELIMINATE RECALIBRATION OF THE UNIT WALE VEN- TONAMEED TO INSURE THAT ALL RADIAL SHARP EDGES OF T	1 BE MOTIFIED OF FAILURE CAUSE. YCAR 3300 ASSENBLY AND QUALITY CONTROL DEPARTMENTS
CIFICATION-VALVE ASSY FAILED WHEN LOX RELIEF AND SHUT DALIN SCRUENCE AFTER A DPL. DURING THE DPL. THE CRAC OF ADJUSTMENT WHEN RECEIVED FOR FAILURE ANALYSIS. CALFIELD. ENT TO FIELD PERSONNEL OF THE RESULTS OF FAILURE ANAL MADE TO ELIMINATE RECALISMATION OF THE UNIT WHILE YEN-T CHANNEED TO INSURE THAT ALL RADIAL SHARP EDGES OF T	1310 1-E YES GO/C 0000741 GE1211 NO
ENT TO FIELD PERSONNEL OF THE REBULTS OF FAILURE ANAL NADE TO ELIMINATE RECALISMATION OF THE UNIT WHILE YES -T CHAMEED TO INSURE THAT ALL RADIAL SHARP EDGES OF T	WHEN LOK RELIEF AND SHUTOFF VALVE CRACKED AND RESEATED AT 6.0 A DURING THE SPL. THE CRACK AND RESEAT PRESSURES WERE 4.63 AND 4. YOU FAILURE ANALYSIS. CAUSE OF FAILURE IS ATTRIBUTED TO INSTRUME
	LITBIB AND CAUBE OF PAILUME, CHECKOUT PROTHICLE IB IN THE MORIZONTAL POBITION, PLATME BEAT-RETAINER ARE DIMENSIONALLY CORN
A-90-3000F PRESSURE RESULATOR, FUEL TANK ET-08102-33	64E NO PG37-2

PASS 6970

FAILURE MODE- OUT OF TOLERANCE, MISH CUTPUT PRESSURE OF 83.84 DURING A MAPCHE TEST. ALLOMBLE LIMITS ARE 36.77 TO 8 3.81 PEIS. CAUSE OF MISH OUTPUT MAS BLOW RESPONSE OF ME MITROSEN IN THE BENSE LINE CAUSING REGULATOR TO OWER AMOUT.

CORRECTIVE ACTION-NO FAILURE. NO AMALYSIS REQUIREG-PER TWE VANSAN 11-371 DATED NOV 27,1962.

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GENERAL DINAMICS CONVAIR DIVISION

15 JUN 1986

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FAILED COMPONENT NAME
CORRECTIVE ACTION-FAILURE COMFIRMED. ECP 1866-1 REDUCED REGULATOR INLET PRESSURE FROM 3000 TO 1509 PSIG WHICH REDUC :s pressure over smoot.
AOJILE-0055/OE-60E-00-13 DUCTING AND YUBING
FIRE FOLLOWED BY AN EXPLOSION FROM UMKNOWN SOUPCE APPARENTLY RESULTED IN A BREAK IN THE PR CAUNED THE LOSS OF HELLUM PRESS'RIZATION TO THE LOX TANK.
IOF GAS SUPPLY. AT 18.9 SECONDS THE LOX TANK PREJSURE DECAYED FROM 23.2 PSIG TO 13.3 PSIG AT ILLY INCREASED TO 22.0 PSIG AT 69 SECONDS. AT BECY THE PRESS WAS 22.9 PSIG.
A-90-08-5063F PRESSURE REGULATOR, LOX TAIN
FAILURE MODE-CONTANTMATION. LOX TANK PRESSURE REGULATOR MAS SUBMITTED FOR AMLYSIS TO DETERNIN' IF INTERNAL DAMAGE Uzcurkud after controller diapheragm mad been subjected to a differential pressure of 30 psig. Amalysis revealed Tic operation due to foreign particles found in the bhut off value orifice which changed flow rate and outlet pressu
RHED DAMAGE, BUT WOT TO GLAPHRAGH. NOTIFIED WIR THAT A DIFFERENTIAL PRESSURE OF 30 PSIG DID R FORCE REJECTED ACTION OF RAR A-9L-06-402 WHICH RECOMMENDED A PLU6 FOR THE RELIEF VALVE VE FORCE DIRECTED THAT WENT DE COVERED ANY TIME MIDDILE IS IN STORASE OR TRANSPORT.
8P-90-08-31GEC FEULATOR/DIAPHR 27-08101-35
FAILUME MOCE-FAIL DUMING CPERATION. SUSPECTED DAMAGE DOME TO SENSING CONTROLLER DIAPMRAGM. THE 11-179 OF MOY 12, 19 SE FROM DESIGN STATED THAT FLUIDGENICS REGULATORS ARE MOT SEMBITINE TO THIS DIFFERENTIAL AND MEED MOT BE REPLACED FO R THIS REASON. REGULATOR WAS MOT REPLACED.

GENERAL DYNAMICS CONVAIR DIVIBION

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

3757EM 808-3751EM	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI DATE DIP TIME DIP OTH	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B	SP-9U-08-3084F PRESSURE RECULATOR, FUEL TANK	FAR 27-58108-7	119D 1-E 621108	NO B.H. HADLEY YES 10705-23	:
FALLURE MOJE-STRUCTUR DIAPHRACH MAS DAMMED REGULATOR, FAR A-80-5	FAILURE MOJE-STRUCTURAL. SUBHITTED FOR AMALYBIS PER PNEUMATIC DESIGN TWK SANVAN 11-179 TO SEE IF SEMSIME CONTROLLER Diaphrach was dammedd after regulator was subjected to a differential pressure of 80 psi. (pailed part was a bato 3 Regulator, far a-90-50-3371). Analybis did not reveal ant diaphrach damme.	IATIC DESIGN TUK SAN Differental Pressu 7 Diaphragh Damge.	AN 11-179 TO SEE 1F E OF 80 PS1. (FAILE	SENSING CONTROLLER D PART WAS A BATD 5	
CORRECTIVE ACTION-FAI	FAILURE NOT CONFIRMED. THE SANVAN 1-332, DATED 1-23-65, INFORMED WIR THAT DIAPMRACH MAD NOT BEEN	1, DATED 1-23-63, 116	ORNED WIR THAT BLAF	HRAGH HAD NOT BEEN	
PNEUMATIC-A/B TANK PRESS	A-90-08-3038 BOLLOFF VALVE	FAR 27-08586-5	13F 6	YES AIRSEARCH NO 122296-3-1	895993
FAILURE MODE-LEAR ERT	FAILURE MODE-LEAK EXTERMAL. LEAKED INTERNITTENTLY PAST VALVE DUE TO BUTTERFLY OVER TRAVEL OF APPROXIMATELY ONE DEGR Ee in the closed position. This combitton is typical of PET. Lot 1.	ALVE DUE TO BUTTERFLY ET. LOT 1.	OVER TRAVEL OF APP	MONTHATELY ONE DEGA	
CORRECTIVE ACTION-LAKMOMN. FAILURE RE INFORMING THEM OF THE OVERRAVEL LAMES. ALL THREE SITES REPLIED THAT	CORECTIVE ACTION-UNENDAM. FAILURE CONFIRMED. THE BOM-MES SAD-542 OF 12 DEC 1962 MAS SENT TO ETR, WTR, AND PLATTSGU 6 INFORMING THEN OF THE OVERTRAVEL PROBLEM AND RECOMMENDED THAT INSTALLED VALVES OF PET LOT 1 BE KEPT UNDER SURVEIL AMES. ALL THREE SITES REPLIED THAT NOME OF THE SUBJECT VALVES WESTE AT THESE BITES.	B S40-54E OF 12 DEC : ED THAT INSTALLED VA ALVES WESTE AT THESE :	962 MAS SENT TO ETH VES OF PET LOT 1 BI	I, WIR, AND PLATTSOU KEPT UNDER SURVEIL	
PREUMATIC-A/B TANK PRESS	A-6P-08-3062F BOLUFF VALVE	FAR 21-06556-7	GEIGIE RG	PLATTSBU YES CALMEC RG NO 1E2280-5-1	:
FAILURE MODE-FAIL TO H RELIEF AND SHUTGFF A	FAILURE MODE-FAIL 19 OPERATE AT PRESCRIBED TINE. MOULD NOT RESEAT AFTER OPERATION. FOUND TO LEAK EKCESSIVELY IN BOI H RELIEF AND SHUTGFF MODES. KEPEATED IMPACT OF POPPET IS CAUSING THE REL-F SEAT TO SHEAR ALONG SEALING SURFACK.	OT RESEAT AFTER OPER CAUSING THE REL-F SE	ITTON. FOUND TO LEAD IT TO SMEAR ALONG M	LEXCESSIVELY IN BOT	
CORRECTIVE ACTION-LONG ATE EXCESSIVE PRESSURE	TRHED. GD/A ON JUNE 11: 1983 ON THE BEAL GROOTE WHICH HAD	APPROVED VENDOR CHANGE VC. CAUBED CRACKING.	P-U02 WHICH MODIFIE	THE SEAL TO ELIMIN	·
PHEUMATIC-A/B TANK PRESS	A-66-06-3059F Tare-R1610	FAR 27-01469-53	7gf 07£88 421010	5 5	*****
FAILURE MODE-BTRUCTUR AND TO OVER TORAUTHS.	FAILURE MODE-BYRUCTURAL, TUBE SLEEVE CHACKED. THE CRACK IS ATTRIBUTED TO SULFIDE ATRIMERS SMERENT IN THE MATERIAL AND TO OVER TORAUIMS.	IS ATTRIBUTED TO SUL	71DE FTAIMÉERS BANE	IENT IN THE MATERIAL	
CORRECTIVE ACTION-CON IN BARB, BMANEB, AND P L. BH. PLACE OF 308.	CORRECTIVE ACTION-CONTRINED, 60/C ON 12 JAN 1983 FELEABED HIL-P-5508A ANCHONENT P. THIS ELIMINATES USE OF TYPE 385 M BARB, BHAPEB, AND FOREIMÉB, RAR A-84-08-3812 OF 10 DEC 1882 RECOMMENDED THE USE OF TYPE 321 OR 347 STAINLESS STEE IN PLACE OF 383.	D HIL-P-550BA ANCHOM 1948 RECOMENDED IN	ENT P. THIS ELIMINA I USE OF TYPE 3E1 O	THIS ELIMINATES USE OF TYPE 305 OF TYPE 3EL OR 347 STAINLESS STEE	- -
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GENERAL DYNAMICS CONVAIR DIVISION

15 JUN :966

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

L	8737EW 8UB-8737EW	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	TIME DIP	# 5 6	VEHDOR HANG	
	PNEUMATIC-A/B TANK PRESS	A-04-08-3051F TUBE A35EMBLY, MELTUM BUPPLY	FAR 87-81005-87	726	DYESS	58		11011
	FAILURE MODE- EXTERNAL LEARAGE. SLIGHT MATCH AND TUBE ROTATION DURING FLARING.	LEARAGE. SLIGHT LEAR AT 1500 PBIS DUE TO METAL DISTORTION DURING FLARING. CAUSED BY TOOL HIS During Flaring.	DUE TO METAL DISTORTS	ON DUBBING	FLARING.	5	ED 87 TOOL HIS	
	CORRECTIVE ACTION- 4D/A INSPECTION AREA. PERSONNICTED FOR CONFORMITY. REFI	CORRECTIVE ACTION- 4D/A B.C. ACTION INCLUDED USE OF A 10 TIMES MACHIFICATION AND OF IMPROVED LIGHTING IN THE FLARE INSPECTION AREA. PERSONNEL MERE CAUTIONED TO ADHERE TO ALL SECTIONS MPS RAILEDGE FOR PLARE ENDS. ALL TOOLS WINE INSPECTED FOR CONFORMITY. REFERENCE RAR A-D8-D8-1810.	TINES LACAIPICATION A SECTIONS Nº 8 24.1006	HO OF INPH	COVED LIGH	H 106	IN THE PLANE OLD WINE THOPE	
	PMEUNATIC-A/B TANK PRESS	A-98-08-3045C D3SCOMECT,AINBONE, FUEL TANK BEN 27-08144-33 81M6.	FAR EN 27-00144-11	146	E 13	55	ON MARK 2-9160-4	***
	FAILURE MODE-OUT OF TOLI T RECEIVED FOR AMALYSIS.	F TOLEARNCE, UMBLE TO MATE GROUND HALF TO AIRBORNE HALF DURING CHECKOUT.CAUSE NOT KNOHM, PART NO 7818.	TO AIRBORNE HALF DUR	ING CHECKE	WT.CAUSE	ğ	KNOSM. PART NO	
	CORRECTIVE ACTION-NOME.							
	PHEUMATIC-A/B TANK PHEBS	A-90-08-3056F VALVE GOILGFF	FAR 27-06596-9	77F 020010	** LKER	5 6	AIRRESEARCH 122208-3-1	904133
	FAILURE MODE-INTERNAL LI SED POSITION, BUTTERFLY I	FAILURE MOCE-INTERNAL LEARAGE, LEAKED PAST VALVE DUE TO BUTTERFLY OMERTRAVEL OF APPROXIMATELY OME DEGREE IN THE CLO ACD FOSITION, BUTTERFLY MAS ALSO IMPROPERLY POSITIONED ON THE SMAFT. THIS CONDITION IS TYPICAL OF PET LOT 1.	UTTERFLY OVERTRAVEL O IME SMAFT. THIS COID!	F APPROXIM	NTELY ON	2 1	REE IN THE CLO LOT 1.	
	CORRECTIVE ACTION-LINKNOMI. 6 INFORMING THEN OF THE OVEL LANCE.	PAILURE CONFIRMED. R TRAVEL PROBLEM AND	THE BOW NZE NZE 540 OF DEC 12, 1862 WAS BENT TO STR WTR AND PLATTSBUR PRECOMENDED THAT INSTALLED VALVES OF PET LOT 1 BE REPT UNDER SURVEIL	196 246 96 Es OF PET	MT TO STA LOT 1 BC	A VIR	AND PLATTABUR UNDER BURYEIL	
	PMEUHATIC-A/B TANK PRESS	A-90-08-3077F MAMUAL SHUTOFF VALVE, O-RINGS	FAR 27-06106-3	918029 349	0816-1	2 0	PEACOCK B1368	:
	PASLURE MODE-INTERNAL LE ALS MERE DAMAGED DY BUTTE P CRIGINAL DESIGN, VENDOR	FAILURE MOCE-INTERNAL LEARAGE. LEAR PAST TWO VALVED IN CLODED POBITION. CAUSED BY DANAGED BUTTERLY OFRINGS. THE BE ALD MERE DAMAGED BY BUTTERFLY PYDDING THE FULLY CLODED POBITION DUE TO LACK OF NECHANICAL STOPS. THESE VALVED NEAR O P ORIGINAL DEDIBN. VENDOR HAD BINCE MADE DEDIGN CHANGED.	DAED POBITION, CAUSED ITION DUE TO LACK OF	SY DANAGE MECHANICAL	B BUTTERF \$1008. 1	1.4 o	/AINGS. THE BE VALVES MERE O	
•	CORRECTIVE ACTION-FAILUR ON DRAWING BIRES ON JUNE	CORRECTIVE ACTION-PAILURE CONFIRMED. 60/A WENDOR CHAUSE PROPOSAL E OF JUNE 18: 1861 MAS APPROVED AS VENDOR CHAMSE. On Drawing Bisss on June Es, 1981. This chambe provided Hechamical Stops to prevent daring dimage.	COMMICAL B OF JUNE 18,	IDDI MAD	MAS APPROVED A	*	SMDOR CHANGE 6	

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		DIFFICULTIES REVIEW-PREMATIC SYSTEM-AIRBORNE	EUMATIC SYSTEM-AIRBOR	뜊				
	3737EH 306-3737EH	TESTARFORT HUMBER FAILED COMPONENT NAME	DIF SATA BOUNCE PART NUMBER	VEHICLE DATE SIF	817E TIME OIF		PRI VENDOR NAME OTH VENDOR PART NO	
1 2 2	PMEUNATIC-A/S TAME PRESS	A-BB-UB-3043F MELIUM CHAMGEOVER VALVE HOTON	FAR 27-00116-11	016030	FACTORY	£ 8	YES ROBERT SMAN FU NO LTON 1098-12001	000
	FAILURE MODE-OUT OF TOU	F TOLERANCE. WOULD NOT CLOBE, CAUSED BY WRONG POSITION REDUCE PLUX LINES AND PI	BY IMPROPER VENDOR ASSEMBLY OF THE VALVE MOTCH. PERMANENT MA PREVENT REQUIRED STARTING TORBUE TO CLOSE VALVE.	HELY OF TH HE TORBUE	E VALVE	WALW	. PERMANENT NA.	
	CORRECTIVE ACTION- VEN	VENDOR ANSWERED RAR A-99-08-3606 BY STATING THAT VALVE MUST HAVE BEEN DIBASSENGLED AFTER LEAVING	ATING THAT VALVE MUBI	HAVE BEEN	DIBABSE	919	AFTER LEAVING	
1 & P	PHEUMATIC-A/B TAHR PRESS	A-90-08-3038F REGLATOR-FUEL	FAR 27-06102-25	1425 620914	5	88	FLUIDCENICS 1243 4	• • • • • • • • • • • • • • • • • • • •
	FAILURE MODE-FAIL DURIL ME RUN. THIS IS MOT A P. GENICS REGULATORS.	DURING OPERATION, REPORTED PRESSURE DROP FOR TWO UNITS FROM 60 TO 40 in a failure but is a characteristic of This requirator. Site personnel	OP FOR TWO UNITS FROM 60 TO 40 THIS REGULATOR. BITE PERSONNEL	60 TO 40 P	ISTE IN SERE NOT	MINU	PSIG IN S MINUTES DURING APC NERE NOT JAMILIAR MITH FLUID	
	CORRECTIVE ACTION-NO? O REJECTIONS PLUS INCL.V REGULATORS. 60/A MILL 1962.	CORRECTIVE ACTION-NO? CONFIGNED, SBAMA WILL SEND A, INK TO ALL OPERATIONAL D SERIES SITES NOTIFTIME THEM OF THESE TW REJECTIONS PLUS INCLUDING AN INTERIN T.O. CHANGE STATING CHARACTERISTIC DIFFERENCES BETHERN PLUSDGENICS AND HADLEY REGULATORS. GO/A WILL CONFIRM BY A TWX TO SBAMA. TECHNICAL CADER SUPPLEMENT B! SMSS-D-6-31-20 WAS ISSUED NOV. 16. 1	A INK TO ALL OPERATIONAL D SERIES SITES NOTIFTING THEN C STATING CHARACTERISTIC DIPFERENCES BETWEEN PLUIDGENICS TECHNICAL CRDER SUPPLEMENT 21 3463-D-8-31-20 MAS ISSUED	RIES SITES RENCES BET SMBS-D-0-	NOTIFY!	ME TH 0106EN 19 183	EN OF THESE TW ICS AND HABLEY UED NOV. 16: 1	
ــــــــــــــــــــــــــــــــــــــ	PACUMATIC-A/B TAME PRESS	A-9R-06-3005F PPESSURE REGULATOR, LOX TAM	7AR 27-06101-33	99F 620913	RUG.	Ş 2	FLUIDGENICS P836-1	047100
	FAILURE MODE-ERRATIC C V PROBLEM. SITE PERSONN	FAILURE MOCE-ERRATIC MPERITICH. PRESSURE ERRATIC CAUDING LOM TANK PREDSURE PLUCTUATIONS. AMALYDIS DID M V PROBLEM. SITE PERSONNEL DID ESTABLISM THAT FLUCTUATIONS WERE CAUSED BY THE GROUND M.C.U REGULATOR 323.	LON TANK PRESSURE FLUCTUATIONS. AMALYSIS DID MOT REVEAL AN MERE CAUSED BY THE GROUND M.C.U REGULATOR SED.	CTUATIONS.	, ANALYBI J REGULAT	18 DIO 108 SE	HOT REVEAL AND	
	CORRECTIVE ACTION-FAILU	CORRECTIVE ACTION-PAILURE NOT CONFIRMED. NO CORRECTIVE ACTION. ACTION FOR THE H.C.U. REGULATOR WAS IMITIATED BY E.C.	CTION. ACTION FOR THE	H.C.U. RE	FULA 708 1	X	II TIATED DY C.C	 1
<u> </u>	PHEUMATIC-A/B TAME PREDS	A-56-06-3G36F BIFFERENTIAL PRESSURE BWITCH	FAR E7-08130-1	460903	FACTORY	÷ 9	VES HYDRA ELECTRIC NO 32018-1	10010
	FAILURE MODE-OUT OF SPE 16. BMITCHES WERE OUT OF	OF SPECIFICATION. TWO BUITCHES ACTIVATED AT 14.5 AND 14.8 PSIE. ALLOMABLE RANGE IS 13.8 TO 14.4 PS Out of adjustment as received from vencor.	D AT 14.5 AND 14.6 PB.	IE. ALLONAI	DIC RANGE		3.6 TO 14.4 PC	
	CORRECTIVE ACTION-PER RAR A-98-24 AT PROBLEM WILL NOT RECURE, VENDOR	CORRECTIVE ACTION-PER RAR A-88-28-3801, THE WENDOR WAS HOTIFIED OF IT PROBLEM WILL NOT RECURR. WENDOR 8. C. WILL WITHERS TESTING OFNEXE		BIS AND RE	0.K 8 TC0	5 14	THIS SMALTSIS AND REGUESTED TO TAKE TO ENGURE THUNITS.	
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3757ER 3UB-3737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE SITE PRI VENDOR MANE DATE DIF THE DIF OTH VENDOR PART NO	. 8
PHEUMATIC-A/B TANK PRESS	A-A9-D8-3073F PRESSURE REGULATOR, LOX TANK, DIAP 27-D8101-21 HRACH	FAR DIAP 27-08101-21	2155 FACTORY YES B.H. HADLEY 620831 MO 10704-33	
FAILURE MODE-OUT OF 8 IMPROPERLY INSTALLE	OF TOLERANCE. LEAK-FILL TANK PRESSURE FELL BELOW EOF 410.9 A ILLED CAUSING IT TO BE PINCHED. THIS CAUSED THE LOW PRESSURE.	FELL BELOW EOF 410.5 A AUSED THE LOW PRESSURE.	BELOW EOF 410.9 ALLOW.BLE LIMIT. THE VALVE DIAPMAGN WA	ş
CORECTIVE ACTION-FAI	CONFECTIVE ACTION-FAILURE CONFIRMED, A COMPLETE STY TOOL POR INSERTIME DIAPMAGH MAS MADE ON MARCH 12, 1963 THUS ELMINATIME PROBLEM.	OL FOR INSERTING DIAPM	AGM WAS MADE ON MARCH 1E, 1963 THU	<u>.</u>
PNEUMATIC-A/B TANK FRESS	A-89-08-3037F 37461MG D13COMECT-LINE	FAR E7-061E4-3	101F FACTORY YES HABLEY 620830 MO 10717-11	• 000 e
FAILURE HODE-STRUCT CE TENSION INCREASE TACT.	FAILURE HODE-STRUCTURAL. THREAD SEIZURE AND GALLING. CAUSE COULD HAVE BEEN DUE CE TENSION INCREASE DUE TO A POLY-CAP INSERT, AND BUSCEPTIBILITY TO GALLING DUE TACT.	AUSE COULD MAVE BEEN DU PTIBILITY TO GALLING DU	E TO LACK OF LUBRICATION, THREAD SURFA E TO USE OF IDENTICAL MATERIALS IN CON	4 80 50 50
CORRECTIVE ACTION-C-MAINLY BECAUSE OF MARRANT A CHANGE.	CORRECTIVE ACTION-CONFIRMED. GD/A DESIGN ANSWER TO RAR A-88-08-700 STATES THAT A HARDWARE CHAMGE WAS NOT RECOMMENDE D-MINLY BECAUSE OF THE COST INVOLVED AND THAT ALL WEARCH STREEM PARTE WERE PROCURED. ALSO THE PAILURE RATE DEES HOT MARRANT A CHAMGE.	A-59-08-700 STATES THA	T A HARDWARE CHANGE WAS NOT RECOME OCURED. ALSO THE FAILUME RATE DOES	ğğ
PAEUNATIC-A/B TAME PRESS	A-98-08-3075F Boiloff Valve	FAR ET-04594-7E	GEORES DYESS YES CALMEC MO 271-501J	404
FAILURE MOC-OUT OF CAUSE PROBABLY WAS !	OF TOLERANCE. RESEAT PRESSURE OF 2.9 TO 3.1 PSIG WAS TOO LOM. ALLONED LIMITS ARE 3.7 TO 5.0 PSIS. 1 JOSE OF A TEST TOOL WHICH GAVE LOM READINGS.	TO 3.1 P316 WAS TOO LOW ADIMSS.	". ALLCHED LIMITS AME 3.7 TO 5.0 PS	<u>.</u>
ORRECTIVE ACTION-I	CORRECTIVE ACTION-FAILURE NOT CONFIRMED. GD/A TWI FIC 80° 803 OF OCT 24, 1962 ADVISED DYESS OF THE RESULTS OF THIS ANALYSIS AND ADVISED A CHECK BE MADE OF TEST EQUIPMENT.	807 803 07 0CT 24, 1962	ADVISED DYESS OF THE RESULTS OF T	e-
PNEUMATIC-A/B TANK PRESS	A-9L-08-3078F BOILGFF VALVE, POPMET	FAR 27-08586-7	38F LINCOLN YES CALMEC MEDSES NO E71-501	
FAILURE MODE-BTRUC' ALYBIS ALONG WITH TO	UCTURAL. FAILED TO MOLD PRESSURE DUE TO A DAMAGED MAIN POPPET SEAT. THE SEAT MAS MOT SENT IN POR AN THE VALVE. VALVE, MINUS SEAT, FUNCTIONED MORMALLY DIMEINS ANALYSIS.	O A DAMAGED MAIN POPPET BEAT. MED MORMALLY DIMING AMALYBIB.	DEAT. THE BEAT WAS NOT BENT IN POLICIBLE.	# #
-00110E ACTION-	I-FAILUME MOT CONFIRMED. NO ACTION RECOMMENDED SINCE POPPET WAS NOT EUBHITTED FOR ANALYSIS.	CHENDED BINCE POPPET I	MS NOT ELEMITTED FOR AMELYSIS.	

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H31878 H37872-808	TEST/RE FAILED CO	TEST/REPORT NUMBER	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	111E DIF	PRI VENDOR NAME OTH VENDOR PART NO	MANE	
PHEUMATIC-A/B TAME PRESS	SP-00-06-3125F REDUCER FITTING-FLARED TUBE	-FLARED TUBE	FAR	136D W	Š	YES COLLINS ENGINE NO ERIMG. NB-24399-30	E461ME	••770
FAILURE MODE-EXTER XAGON SEALING FACE-	ERMAL LEARACT. FITTING LEARED AT A PRESSURE OF 1000 PBI, POSSIBLE CAUSE WAS MACHINE MARKS ON THE ME L-FINISM NOT BEING PER SPECIFICATION, ANDTHER CAUSE WAS POSSIBLE LOW TORQUE ON REDUCER AND R-SEAL.	EAKED AT A PRESSUA MECIFICATION, AND	IE OF 1000 PBI. POSS HER CAUSE WAS POSSI	IBLE CAUSE H BLE LOW TORG	AS RACHIS	E HARES CH JUCER AND R-	7HE ME 3EAL.	
CORRECTIVE ACTION-NOT CONFIRMED INSPECTION OF MEXAGON FACE FOR E REDUCER. THEY SAID THAT THE WAY ACTION REQUEST VARD ORGO-B OF	CORRECTIVE ACTION-NOT COMPIRMED. A MEMO TO RECEIVING INSPECTION PERSONNEL DATED OCT 18 1982 REQUESTED A 100 PERCENT INSPECTION OF MEXAGON FACE FOR 32 RNS FINISH REQUIREMENT. 60/A PURCHASING MAS INFORMED OF THE MACHINING MARKS ON TH E REDUCER. THEY SAID THAT THE VENDOR HAS NOT BEEN APPROVED FOR THIS PART FOR TNO YEARS. THE ANSWER TO OPERATION REPO RT ACTION REQUEST VAPD 020-B OF SEPT 21, 1982 STATED DOCUMENTS INDICATED PROPER Q.C. LUMING ORIGINAL INSTALLATION.	TO RECEIVING INSPENING HASPENING RECOURED APPROVED 1984 STATED DOCUMENT	CONFIRMED. A MEMO TO RECEIVING INSPECTION PERSONNEL DATED OCT 18 1982 REQUESTED A 100 PERCENT FACE FOR 32 RNS FINISH REQUIREMENT. 60/A PURCHASING MAS INFORMED OF THE MACHINING MARKS ON THAT THE YENDOR HAS NOT BEEN APPROVED FOR THIS PART FOR TWO YEARS. THE ANSWER TO OPERATION REPO 020-8 OF 3EPT 21, 1942 STATED DOCUMENTS INDICATED PROPER &-C. LURING ORIGINAL INSTALLATION.	ED OCT 18 19 INFORMED OF NO YEARS, TH R G.C. CURIN	GE REGUE! THE MACH E ANSWER C ORIGIN	STED A 100 P (HING MARKS TO OPERATIO	ERCENT ON TH N REPO	
PACUATIC-A/B	A-90-08-3053F FIÆL TANK PRESS	A-PD-08-3053F FIEL TANK PRESSURE RELIEF VALVE	FAR 27-06104-5	13F W	£ 5	TES B.M.HADLET NO 10526-7	5	691079
FAILURE MODE-FAIL SET VALVE DID MOT A CAIP OF PAINT I	TO OPE PELIEVE ENFORME	DED TINE, HIGH NO GO AND REDOYED FROM DATROLLER ORIFICE C	TRATE AT PRESCRIBED TIME, HIGH NO GO RECEIVED ON CARD 104 AND 105 OF MAPCH. 2. TAPE MAS FOUND AND REMOYED PROBLEE VALVE WENT, A RENUM OF PROCEDUME. RILY LODGED IN CONTROLLER ORIFICE COLLD MAVE CAUSED THE PROBLEM. THE SAN VAN 7-599 OF JULY 30, 1948, NOTIFIED WIR OF THE FAILURE AMALYSIS.	104 AND 105 A RERUN OF P E PROBLEM. HE FAILINE A	OF HAPCH ROCEDURE HALYSIS.	E DECK 461 A 148 SATISFA	ND REL	
PEUMATIC-A/B TANK PRESS	A-9R-08-3063F LOX TANK PRESSU	A-PR-DA-SDOSF LOW TANK PRESSURE RELIEF VALVE	FAR 87-06105-8	2 23023	#C5	YES B.H. MADLEY	5	961130
FAILURE MODE-EXTEL 1866 BECOND ANALYBII	FAILURE MODE-EXTERMUL LEARAGE. EKCESS LEARAGE. POSSIBLY CAUSED BY A TRANSIENT CONTANIMANT ON CONTROLLER POPPET. DUR ING DECOND ANALTSIS TERT, THE LEARAGE WAS NOT EXCESSIVE.	ZAKACE, POBIBLY CA 1 NOT EXCESSIVE,	.USED BY A TRANSIEM	CONTANI MANT	2 CON 1	NOTIER POPPE	7. BUB	
CORRECTIVE ACTION- ED TO CHECK THE PRE	FAILURE CONFIRMED.	WALKER AIR FORCE BASE OF BRF FOR CONTAHINAL	FORCE BASE WAS NOTIFIED OF THIS AMELY CONTANIMATION. REF. RAR A-9R-08-36EG.	18 AMLY318 08-5626.	AND PERM	JANEL NERE A	Eau£a T	
PHEUNATIC-A/B TANK PRESS	A-99-D8-3071F BOILOFF VALVE, DIAPHRAGM	DIAPHRAGH	FAR 27-08388-9	80f \$20817	_	YES AIARESEARCH NO 182206-5-1	5 -	
FAILURE MODE-INTER WATOR PLATE MOVENEN THE FAILURE, THIS	PHAL LEARAGE. LEAKING DUE TO BUTTERFLY SEAL NOT SEATING PROPERLY. PROBASIE CAUNE NAS INCREASED ACT ENT CAUSED BY POOR PRESSURIZATION. FIELD ADJUSTMENT OF THE BERYO RUPTURED THE SERVO DIAPHRASH AFTER 1. PREVENTED AS IS CONDITIONAL FUNCTIONAL TESTING.	NE TO BUTTERFLY BE NURIZATION: FIELD A HOMEL FUNCTIONAL T	AL NOT BEATING PROP GLUBTMENT OF THE BE ESTING.	ERLY. PROBAB RNO RUPTURED	LE CAURE THE BER	MAS INCREAS	ED ACT	
						PA(PACK DOOL	

GENERAL DYNAMICS CONVAIR DIVISION

	DIFFICULTIES REVIEW-P	DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIMBORNE	Ä				
8737EH 848-8787EH	TESTARFOR' MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE PRI DATE DIP TIME DIF OTH		VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-IN	ACTION-NOT CONFIRMED. VENDOR MODIFIED THE ADJUSTMENT PROCEDURE TO SEQUENCE SUTTERFLY TRAVEL POSITIONING PRESSURIZATION. THIS IS APPLICABLE TO BOIL OFF VALVES AFTER PET LOT 2.	THE ADJUSTMENT PROCEDURE TO SEGUI	EQUENCE BU	ITERFLY TI	NAWEL POST	1 T CON I NG	
PACUMATIC-A/B TANK PRESS	A-80-08-3040F DIFFERENTIAL PRESSURE BUITCH	FAR 27-06130-1	135	# U.	VEB HYDRAELECTRIC NO 32018-1	ELECTATE	091050
FAILURE MODE-CONTANI ON INTERNAL CONFONEI	FAILURE MODE-CONTANINATION. SWITCH OPENED AT 0.4 PSID INSTEAD OF THE REQUIRED 0.0 PLU: OR MINUS 0.3 PSID. CORROSION ON INTERNAL COMPOMENTS INTERFERED WITH PRESSURE PLATE MOVEMENT REQUIRED TO OPEN THE BUITCH.	STEAD OF THE REQUIRED VENENT REQUIRED TO OPE	O.O PLUC O	M #1805 0 CM.	.3 7510. (CORROSION	
CORRECTIVE ACTION-CONFIRM	ONFIRMED. ECP 1820 EFFECTIVE MAY 31,1982 REQUIRES THAT ALL INTERMAL CONFONENTS BE HARD ANCOIZED.	962 REQUIRES THAT ALL	INTERNAL C	ONFORENTS	BE HARD !	NGO 1 2ED .	
PEUNATIC-A/E TANK PRESS	A-99-08-3043F HELIUM CHANGEOVER VALVE	FAR 27-06116-11	710039		NO ROBERT SHA TES LTON 1098-E2002	ROBERT BHAN FU LTON 1098-E2001	99107
FAILURE MODE-INTERMAL LES CAUSED LEARAGE. THIS IS A CORRECTIVE ACTION-FAILURE	FAILURE MODE-INTERNAL LEARAGE, REPORTED LEARAGE, 17 IS CONCLUDED THAT INADEQUATE VOLTAGE TO CLONE/OPERATE THE VALVE CAUSED LEARAGE. THIS IS A SECONDARY FAILURE. CAUSED LEARAGE, THIS IS A SECONDARY FAILURE. CORRECTIVE ACTION-FAILURE HAS NOT COMPIRMED NO CORRECTIVE ACTION REQUIRED.	CHCLUDED THAT INADERUM THAT INADERUM E ACTION REQUIRED.	1E WL7AG	TO CLONE	/OPERATE	THE VALVE	
PREMATIC-A/B TANK PRESS	A-9R-08-3078F PRESSURE RECULATOR, LOX TANK	FAR 27-06101-33	446	MICE	ND FLUIDG	FLUIDGENICS Pess-1	1
FAILURE MODE-ERRATIC OPERATION, RE FIRST READIMESS AS A RESULT OF AN A ECTRICAL ERROR OF THE SMUTOFF YALVE AND BYSTEM OPERATED BATISFACTORILY.	FAILURE MODE-ERRATIC OPERATION, REGULATOR REPEATEDLY ROSE TO 30 PBIG CAUSING EMERCENCY BOIL OFF DURING A RETURN TO FIRST READIMESS AS A RESULT OF AN ABORT. MELIUM SMUT OFF VALVE DID NO: CLOSE BUT INDICATED THAT IT MAD CLOSED. AN ELECTRICAL ERROR OF THE SMUTOFF VALVE APPARENTLY CAUSED THE BOIL OFF OPERATION. THE REGULATOR AND VALVE MERE REPLACED AND BYSTEN OPERATED SATISFACTORILY.	E TO 30 PRIG CAUSING E VALVE DID NO: CLOSE BL BOLL OFF OPERATION. 1	DERGENCY B JT INDICATE WE REGULAT	OIL OFF D D THAT IT OR AND YAI	URING A RI HAD CLOSI LVE NERE I	ETURN TO ED. AN EL REPLACED	
CORRECTIVE ACTION-FAILURE NOT TH BYSTEM OPERATING CORRECTLY.	ASILURE NOT COMPIRMED. MO CORRECTIVE ACTION TAKEN. BITE WAS TURNED OVER TO AIR FORCE ON ARDSIG WI	CTION TAKEN. SITE WAS	TURNED OVE	A TO AIR	PORCE ON	REDSSO WI	
PHEUMATIC-A/B TANK PRESS	SP-98-08-3076C BUILOFF VALVE-CONTROLLER	FAR 27-80750-847	1790	31	7E.0		
FAILURE HODE-OUT OF	PAILUNE MODE-OUT OF TOLERANCE. CRACK AND REBEAT PRESSURES MERE ABOVE ALLOMABLE RANGE OF 4.8 TO 4.6. ALSO AN EXCESSI WE PLOW PROM THE CONTROLLER VEHT MHILE VALVE WAS IN RELIEF MODE. TESTS INDICATED THE CONTROLLER WAS AT PAILT. NO AMA	N NEME ABOVE ALLOMBLE RANGE OF 4.2 TO 4.4. ALSO AN EXCESS! F MODE. TESTS INDICATED THE CONTROLLER WAS AT PAULT. NO ANA	B THE CONT	4.2 TO 4.	1. ALSO AI 1 AT FAUL	N EXCESS!	
LTOTO WAS MADE AS VAL	LYBIS WAS MADE AS VALVE WAS NOT BENT IN POR AMALYBIS. THE BOILGFF VALVE WAS UBED ON ATBO.	BOILOFF VALVE WAS USE	30 ON 1780.				

GENERAL DYNAMICS CONVAIR DIVIBION

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	OIFFICULING REVIEW-PREUMAILL STAILM-AIRBORNE	UMBILL STRICH-AIRBON	Į				,
3731EN 3UB-3731EN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE FART NUMBER	VEHICLE BITE DATE DIF TIME DIF	817E 71ME DIF	2 5	VENDOR HANE VENDOR PART NO	
CORRECTIVE ACTION-N	YONE -NOT CONFIRMED.						•0••••
PHEUMATIC-A/B TANK PRESS	AASE-OOSO/PE-48M-03-179 LOE AND FUEL TANK RESULATORS-BELLA PHRAGHS	COMPOSITE-FR0/DPL.	1700 620010	2	2 S	i	60909
FAILURE MODE-STRUCT ME BALL VALVES IN TH 10M.	FAILURE MOSE-STRUCTURAL. THE BELLAPHRACHS IN BOTH THE AIRBORNE LOS AND FUEL TANK REGULATORS MERE INVERTED, DUE TO T ME BALL VALVES IN THE SENSING LINES ON THE MISSILE NOT BEING OPENED WHILE TRANSFERRING FROM TOMER TO PCU PRESSURIZAT 10M.	ORNE LOE AND FUEL TA	PERRING PI	TORS MERE	10 T	RIED, DUE TO T CU PRESSURIZAT	
BYBTEN EFFECT-NOME.							
VEHICLE EFFECT-COM	NIDOMN ABORTED AND RESCHEDULED. LOE TANKING PORTION OF THE TEST WAS SCRUBBED.	IN PORTION OF THE	EST IMS 9	RUBBED.			
CORRECTIVE ACTION-8	DOTH REGULATORS WERE REPLACED.						
PNEUMATIC-A/B TANK CRESS	A-9P-08-3116F OIFTERENTIAL PRESSURE TRANSDUCER	FAR 27-06109-1	8.4F 6.20607	PLATTSBU TES RG NO	468 60	CRESCENT EMSIN EERING 89-5001	15796
FAILURE MODE-CUT OF CIRCUIT DISASSEMBLY.	F TOLCHANCE, OUT PUT TOO LOW, COULD NOT BE CALIBRATED. CAUSE NOT KNOWN, COMPONENT WAS DAMAGED AT. AMALTRES NOT COMPLETED.	BE CALIBRATED. CAUSE	HOT KHOM	. coeco	E C	NS DAMACED AT	
CORPECTIVE ACTION-1 D.	CORPECTIVE ACTION-NO MEANINGFUL CORRECTIVE ACTION CAN BE TAKEN BECAUSE THE CAUSE OF TRANSDUCER FAILURE WAS NOT FOUN	AKEN BECAUME THE CAL	ISE OF TRA	ABDUCEA F	ATEU	E WAS NOT FOUN	
PACUALTIC-A/B TANK PRESS	AAG2-0080/P2-48N-01-179 BOILGFF VALVE CONTROLLER	CO4POS I TE - FRD / DPL. ET-81448-825	1790 620607	*	ž ē	YES 60/C	12014
FAILINE MODE-LEAK.	THE BOILOFF VALVE CONTROLLER WAS FOUND TO MAVE EXCESSIVE LEARAGE.	TO MAYE EXCESSIVE LI	AKAGE.				
SYSTEM EFFECT-NOME.							
VEHICLE EFFECT-NOME	ů						
CONNECTIVE ACTION-	THE CONTROLLER WAS REPLACED AND THE INSTALLATION OPERATED SATISFACTORILY.	ALLATION OPERATED SA	TISFACTOR	1rv.			
PHEUPUTIC-A/B TANK PRESS	A-PH-08-3089-F CURRENT COMPARATOR-TANK PRESS.	FAR 88-00800-302	108038	SCHILLIN 6	2 8	SCHILLIN VES DATS'RON S NO 3-002-120	
FAILURE MODE-OUT OF ATTHE THE OUTFUT OF REBBURE ABOVE ACTUAL	F BPECIPICATION. CURRENT COMPARATOR REPORTEDLY PAILED IMEN METER OM LAUNCH OFFICERS CONSOLE INDIC THE TRANSDUCER POMERED BY THIS COMPARATOR REPORTEDLY BEHAVED ERRATICALLY AND REGISTERED S PSIG P L PRESSURK.	MTZDLY PAILED IMEN I OR REPORTEDLY BENAW	ETER ON L	ALLY AND	11 3 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	TERES S PSIC P	
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CONTECTIVE ACTION—FAILURE NOT CONFINED. NO CORRECTIVE ACTION TARCH. FUND 11C-A-8 S1-89-06-3036 SALURE WODE-OUT OF TOLERANCE. VALVE CRACKED AT 3.E AND RESCRIED AT 3.8 PSIC. PRECIPIED VALUES AND 4. CALLINE WODE-OUT OF TOLERANCE. VALVE CRACKED AT 3.E AND RESCRIED AT 3.8 PSIC. PRECIPIED VALUES AND 4. CALLINE WODE-OUT OF TOLERANCE. VALVE CRACKED AT 3.E AND RESCRIED AT 3.E PSIC. PRESIDE CAUSE COALD HAVE BEEN CALVED WAS ALLESS. CANACCTIVE ACTION—NO COMPTMED. NO ACTION TAKEN. EMAILIES A A-88-06-3034 FAR STALLED HAVE AND ESTIMATE BOLD OF VALVE IN IN THE LOCKED-CAO TAKEN BOLD WAS ALLESS BOLD AND TAKEN BOLD WAS ALLESS	37.57Em 5.00-57.87Em	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE S	11E PR	-	
TAILURE WOOL-OUT OF TOLERANEE, VALVE CRACKED AT 91.8 HAD PRESCRIED AT 4.4 PRIES. \$7-81449-823 \$85007 WINDS ARE 4.8 HAD 4 CLOCK WORDON. NO ARALTSIS SADE SINCE UNIT WAS DID-ASSEMBLED IN THE FIELD. POSSIBLE CAUSE COLLD HAVE BEEN LOCKWINE AFFLICATION. FARE COMMETTIVE ACTION-NO' CONFIRMED. NO ACTION YAKEN. FARE COMMETTIVE ACTION-NO' CONFIRMED. NO ACTION YAKEN. FAILURE WOOL-FALL DURING OPERATION. ALLOKED BOILOFT VALVE TO VERY WHILE BOIL OFF VALVE TO IN IN THE LOCKED-CLOS FAILURE WOOL-FALL DURING OPERATION. ALLOKED BOILOFT VALVE TO VERY WHILE BOIL OFF VALVE TO IN IN THE LOCKED-CLOS FAILURE WOOL-FALL DURING OPERATION. ALLOKED BOILOFT VALVE TO VERY WHILE BOIL OFF VALVE TO IN IN THE LOCKED-CLOS FAILURE WOOL-FALL DURING OPERATION. ALLOKED BOILOFT VALVE TO VERY WHILE AFFLICATION. FAILURE WOOL-FALL DURING OPERATION. ALLOKED BOILOFT VALVE TO WIND ON DEALING FALLS FAILURE WOOL-FALL DURING LEAGUE. LEAKAGE AT 3 PSI PER HOUR. CAUSE NOT KNOCH. NO LEAKAGE WAS FOUND DURING ANALTS FAILURE WOOL-FALL DURING LEAKAGE. LEAKAGE ATTACHING BOLTS. FARE FOR THE THAT 360-558 BOT, DATED BEFT 13 PSI PER HOUR. CAUSE NOT KNOCH. NO LEAKAGE WAS FOUND DURING ANALTS FOR THE SAME PROFILE. FARE FOR THE SAME PROFILE AFFLICATION OF	CORRECTIVE ACTION-FAILURE	NOT CONFIRMED. NO CORRECTIVE A	CTION TAKEN.				994000
ALLUER WODE-OUT OF TOLERANCE. VALVE CARCKED AT 5.E AND RESCAIED AT 4.6 PRIG. POSSIBLE CAUSE COLLD MAYE SEEN LOCKWIRE AFFLICATION. COMMETTEE-AFG A-86-00-304F WE MESS COMMETTEE-AFG COM		P-98-08-3038F HOLLOFF VALVE CONTROLLER	FAR 27:01440-623	5	¥ ¥	# 4	#310EE
CORRECTIVE ACTION-NOT CONFIRMED. NO ACTION TAKEN. FAR SECOND CONFIRMED. NO ACTION TAKEN. FAR SECOND WELLE AS SOLENDED. WELLE TEST ASSY EQUAL ET VALVE TO THE TASSY EQUAL TASSY EQUAL ET VALVE TO THE TASSY EQUAL ET VALVE TO THE TASSY EQUAL TASSY EXPERIENCE THAT WE CONTROL HAS A PHILD WENT CAUSED BY VALVE TO SOLID HAVE APPLIED WENT CAUSED FAILURE. CORRECTIVE ACTION-THE FAILURE WAS NOT CONFIDENCE. ALL F SITES MERE SONT A COPT OF RAN A-SH-06-3614 NOTIFTING VERIFY THAT HON VALVE TO SOLID HAVE A SOLID HAVE	FALLURE MODE-OUT OF TOLERA CAUSE URMOMI, NO ANALYSI LOCKNINE APPLICATION,	INNEE, VALVE CRACKED AT 5.2 AND IS MADE SINCE UNIT NAS DIS- ABS	RESEATED AT 4.4 PSIG. KMBLED IN THE PTELD. I	SPECIFIED VAL	COULD P	4.8 AND 4.2 PSIG	
REAT LAST GOLDS WILKEN TES CHETCAR BEEN BOLDS WILKEN TES CHET EN TES ME TO SERVE SEGUAL ET TES ME TO SERVE SEGUAL ET TES ME TO SERVE SEGUAL ET TES ME SEGUAL CHETCARD OF DEMATED FEMALE PLUE MAS SIGNED BY VOLTAGE BEING APPLIED WENT PLUE HALVES ARE EITHER MATED ON DEMATED. FEMALE PLUE MAS SIGNED BY VOLTAGE BEING APPLIED WENT COMPTRIED. ALL F SITES MERE SONT A COPY OF RAR A-9R-06-3614 MOTIFFING VERIFY THAT MY VOLTAGE. IS APPLIED WENT COMPTRIED. ALL F SITES MAN PRESENTED WENT COMPTRIED. ALL F SITES MERE SONT A COPY OF RAR A-9R-06-3614 MOTIFFING VERIFY THAT MY VOLTAGE. IS APPLIED WENT COMPTRIED. ALL F SITES MERE SONT A COPY OF RAR A-9R-06-3614 MOTIFFING MALE PLUE. ED MATERIAL LEMAGE. LEMAGE AT 3 PRI PER HOUR. CAUSE HOT RNOWN. HO LEMAGE WAS FOUND DURING ANALY SISLE CAUSE MAT HAVE BEEN IMPROPERLY TORGLED ATTACHING BOLTS. EQUATIO-A/O A A-9R-06-3631F A SISSE. ELUMATIC-A/D BEEN IMPROPERLY TORGLED ATTACHING BOLTS. ELUMATIC-A/D BEEN SAFE CONTROLLY ALVE-BEAL FAR ENGINE SISTEM WE CORRECTIVE ACTION MAN A-9R-06-3631F WALVE-BEAL ERARGE. LEMAGE. MAN ALLUE HODE. HILE IN THE CLORED POSITION. CAUSED BY ONE CONTROLLE IN THE CLORED POSITION.	CORRECTIVE ACTION-NOT CONF	FIRMED. NO ACTION TAKEN.					 1
TAILURE HODE-FAIL DURING OPERATION, ALLORED BOILOFF VALVE TO VERT WHILE BOIL OFF VALVE IN IN THE LOCKED-CLOS TON. POSSIBLY CAUGED BY VOLTAGE BEING APPLIED WHEN PLUG HALVES ARE EITHER MATED ON DEMATED. FEMALE PLUG MAS NOT CONTENT AND YOLTH AND YOLTHOW, HOT SENT IN FOR ANALYSIS, COALD HAVE CAUGED FAILURE. CORRECTIVE ACTION-THE FAILURE WAS NOT CONFIDED. ALL F SITES MERE SONT A COPY OF RAN A-9R-08-3818 NOTITYING VERIFY THAT HOT VOLTAGE IS APPLIED WHEN COMMENTING OR DISCOMMENTING THE PLUG. ENANTIC-A/B BOIL OFF VALVE ET I PRI PER HOUR. CAUGE NOT KNOWN. NO LEARAGE WAS FOUND DURING ANALYSISLE CAUSE HAT HAVE BEEN INFROFERLY TORGLED ATTACHING BOLTS. ELWATIC-A/B BOLT OFF VALVE ED BEPT S. 1886. ELWATIC-A/B MANMAL BENTOOFF VALVE-BEAT ES, 1886 BENT TO ALTUS REQUESTING USE CORRECTIVE ACTION MANMAL BHUTOPF VALVE-BEAT FAR BY TO BE SENT TO ALTUS REQUESTING USE CORRECTIVE ACTION MANMAL BHUTOPF VALVE-BEAL FAR PRICE TO THE STATE THAT THE CLOSED POSITION. CAUSED BY OVER THE PROBLEMENT OF		A-96-08-3044F SCLENDID, COMECTOR	T A837 996-5	109039			:
CORRECTIVE ACTION-THE FAILURE: LAS NOT CONFIRMED. ALL F SITES HERE SENT A COPT OF RAR A-9R-08-3616 NOTIFYING VERIFY THAT NO VOLTAGE IS APPLIED WHEN CONGECTING OR DISCOMMECTING THE MALE PLUG. ELWATIC-A/B A-9H-08-3035F FAR BEDTS: ALTUS YES AIRESE PAR BEDTS: ALTUS YES AIRESE PAR BEDTS: ALTUS YES AIRESE FAILURE MODE-EXTERNAL LEARAGE. LEARAGE AT 3 PSI PER HOUR. CAUSE NOT KNOWN. NO LEARAGE WAS FOUND DURING ANALTH SIBLE CAUSE HAT MANE BEEN INFROPERLY TORGUED ATTACHING BOLTS. ELWATIC-A/B A-9H-08-3031F ELWATIC-A/B A-9H-08-3031F MA PRESS FAILURE MODE-INTERNAL LEARAGE. LEARING PART BUTTERFLY SEAL RING UNILE IN THE CLOSED POSITION. CAUSED BY OVER PAILURE MODE-INTERNAL LEARAGE. LEARING PART BUTTERFLY SEAL RING UNILE IN THE CLOSED POSITION.	FAILURE MODE-FAIL DURING C 10N. POSSIBLY CAUSED BY W KNED. MALE PLUG, HOT SENT	DEFATION. ALLONED BOILOFF VALV OLTAGE BEING APPLIED WEN PLUG IN FOR ANALYSIS, COMED HAVE CI	NE TO VENT WHILE BOIL (HALVES ARE EITHER MATI NUSED FAILURE.	OF VALVE IN I	FEMALE	PLUE MAS FOUND B	
EUMATIC-A/B EUMATIC-A/B EUMATIC-A/B BOIL OF VALVE E7-04996-5 E7-04996-5 BOIL OF VALVE E7-04996-5 E7-04996-5 BOIL OF VALVE BOIL O	CORRECTIVE ACTION-THE FAIL VERIFY THAT NO VOLTAGE IS	LURE WAS NOT CONTRMED. ALL F. APPLIED WHEN CONNECTING OR DE	BITES NEME SENT A COPY DCOMECTING THE MALE P	OF RAM A-9R-C	9-3614	NOTIFYING THEN TO	
FAILURE MODE-EXTERNAL LEARAGE. LEARAGE AT 3 PSJ PER HOUR. CAUSE NOT KNOWN. NO LEARAGE WAS FOUND DURING ANALYS. SIBLE CAUSE NAT MANE BEEN INFROPERLY TOROUED ATTACHING BOLTS. CORRECTIVE ACTION-MOT CONFIRMED. TWX SOFB DATED BEPT ES, 1982 BENT TO ALTUS REQUESTING USE CORRECTIVE ACTION ED IN TWX 350-569 BOT, DATED BEPT 5, 1982. EUMATIC-A/B MANMAL BHUTGPF VALVE-BEAL FAILURE MODE-INTERNAL LEARAGE. LEARING PAST BUTTERPLY SEAL RING WHILE IN THE CLOSED POSITION. CAUSED BY OVER	9,4	A-914-06-50:3F BOIL OF VALVE	7AR 27-08596-5]		YES AIRESEARCH NO 122296-5-1	•••
rE ACTION-N r 980-589 t 1/8 4/8	FAILURE MODE-EXTERNAL LEAF BIBLE CAUSE MAY MAVE BEEN	RAGE, LEARAGE AT 3 PB3 PEN HOU INFROPERLY TORGLED ATTACHING	R. CAUSE NOT KNOWN. NO BOLTS.	LEAKAGE 148	ocho bu	RING AMALYBIB. PO	
1/6 MOE-1NTER	CORRECTIVE ACTION-NOT COME ED IN TUX 360-568 BOF, DAT	FIRED, TAX SOFB DATED BEPT 28 TED BEPT 5, 1842.	, 196E SENT TO ALTUS A	EQUESTING USE	CORRECT	INE ACTION DESCRI	
	9/3	A-94-06-8031F MANJAL BHUTGFF VALWE-9EAL	FAR 87-06108-1	•1.		_	·
IS OF THE BUTTERFLY AND BUBBEBUENT DANGEE TO THE BEALING KIMS, OTHE TORBUING WAS ALCUSED BY INC. TACHMITTED THE STATEMENT OF THE OPTIMUM LOCATION, VALUE MAD BEEN HODIFIED AS AN INTERIN FIX WHILE A REDEBIEM WAS IN PROBRESS.	PAILURE MODE-INTERNAL LEAN ME OF THE BUTTERFLY AND BUR IN OFTIMUS LOCATION, VALVE	RAGE, LEAKING PABT BUTTERPLY S Becauent damage to the Dealing E mad been modified as an inte	eal ring while in the ring, over torguing w rin fix while a redest	CLOSED POSITION NA ALLONED BY GH MAS IN PRO	DN. CAUS THE MEC	ED BY OVER TORGUI HANICAL STOPS NOT	

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CORRECTIVE ACTION-HOME. THE INTERIN FIR AND PERMANENT CORRECTION MENE ESTABLISHED BY VENDOR PRINT MODIFICATION & 18

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	DIFFICULTIES REVIEW-PWEUMATIC STRIEM-AIRBORNE	EUMATIC STRIEM-AIRBOR	ź			
3731EH 348-3731EH	TEST/REPORT NUMBER FAILED COMPUSENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	114E DIF OTH	PRI VENDOR MANE	¥ -
BOS EFFECTIVE JUNE ED.	20, 1961.					17100
PHEUMATIC-A/8 TANK PRESS	A-99-08-303EF PAEBLURE REGULATOR-FUEL	FAR E7-08102-E3	620737	FACTORY	YES FLUIDGENICS NO P637-1	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE - FAIL TO EVALUATION TEST. THE O-	IL TO CPERATE AT PRESCRIBED TIME, FAILED TO LOCK UP DURING THE THIRD LIFE CYCLE OF AN ENGINCERING WE O-RING MAD PASSED LIFE EXPECTANCY, THE PILOT BNAPT AND CONTROLLER POPPET FAILED DUE TO AN OWEAL DIAPHRAGMS.	TO LOCK UP DURING THE	E THIRD L	IFE CYCLE SPPET FAL	OF AN ENGINEES	# §
CORRECTIVE ACTION-LINE MOMN.	DAN.					
PMEUMATIC-A/B TANK PRESS	A-PN-D6-3074C BOLOFF VALVE	FAR 27-08594-5	660709	AL 7UB	YES AIRESEARCH NO 122296-3-1	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-INTERNAL LEAR ALVE MAS SENT BACK TO VENOC	FAILURE HODE-INTERNAL LEARAGE. LEARAGE AT & PBIG. VALVE DID HOT SEAT. CAUSE NOT KNOWN. NO ANALYBIS MAS MADE SIMCE Lye was sent back to yembor. Charctive attichimmental	ID NOT SEAT. CAUSE NO	r rigole.	TO AMELYB	18 MAS MADE 571	> W
PACINATIC-A/B TANK PRESS	A-100-00-3033F BOIL OFF VALVE	FAR 27-04594-5	37F &£070\$		YES AIRESEARCH NO 122296-3-1	48888
FAILURE MODE-FAIL DURI	FAILURE MODE-FAIL DURING OPERATION. OPENING TINE WAR 3 SECONDS. VALVE SHOULD OPEN IN APPROXIMATELY GIE-HALF SECOND. Possible cause could have been ice build-up bemind buttently due to environmental conditions existing at D.P.L.	COMDS. VALVE SHOULD C	PER IN APP	MOXIMATE	.Y CKE-MALF BEC	
CORRECTIVE ACTION-NOT PACTURATIC-A/B TANK PRESS	A-94-04-3022F FAR AMALTSIS TRANSMITTED TO SITE PERSONNEL. A-94-04-3022F FAR BOLLOFF VALVE RF-040705	PAR PAR PAC BSB8-7	ago705	DYESS	YES CALMEC NO 871-5013	
FAILURE MODE-OUT OF BP URE 18 8.7 TO 9.2 PSIG. NATING CHARACTERISTICS.	ECIFICATION, CAACAING PAESSURE CAUSE NOT ANOMA, POSSIBLY DUE	TOO MIGH AND WAS INCREASING WITH EACH TANTIMS. ALLOMBLE PRESS TO SITE PERSONNEL UNTANILIAR WITH VALUE SPECIFICATIONS AND OPE	NG WITH E.	ACH TANEIL	M. ALLOMBLE !	8 3 8 8 8
CORRECTIVE ACTION-UNKN ICATIONS AND OPERATING	CORRECTIVE ACTION-LIMINOLM. PAILURE NOT CONFIRMED. THE BIS-BESSOF DATED IS AUG 1862 INFORMED ALL BITES OF THE SPECIF ICATIONS AND OPERATING CHARACTERISTIC OF THIS TIPE BOILOFF VALVE.	-BESSOF DATED 18 AUG VALVE.	1 0 0 1 1 0 0 1	HED ALL	11 TES OF 1-K. 9.	•

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	• 600					P91074			••••				
VENDOR HAME VENDOR PART NO		MALLY RAPID INC				YES FLUTDELHICS NO PESS-1	16. CAUSE UNENO	PROCESS FOR APPLYING DRY LUBRIC A SMOOTH BLENDED RADIUS OF NOT	YES HYDRA ELECTRIC NO 32018-1	ECP 1820-1 AND	YES HADLEY NO 10717-11	HED LOCALIT. PR	ED THAT THE BYB
DIF OTH	22	1% A6160R				BYCAMORE YES	26.9 PB	POR APPL	T. O.	65 650	7. 0.	D MCRATG	ACOUCAT
1 11E 01F	# 2	12,00				BYCAL	24.1 70	ROCESS (5		Š	MA HAG	1
VEHICLE DATE DIF	75.F 6£0703	ATURE 110				75F 6206£7	RANGE 13 ET GUIDE.	IMPROVE P ENT FOR A RE.	620020 64E	ME ANALYB CTICH INCI CHANGES.	196	רסא אכער	IS AND THE
DIF DATA BOURCE PART NUMBER	CAPTIVE E7-06/01-43	aator ihlet temper		TERMINATED 7581.		FAR 27-06101-35	.9 PSIG. SPECIFIED .	AGREED ON JUNE ET, 1962, TO IMPROVE PROCESS FOR APPLYING ORY LUBRIC VENCOR ALSO ADDED A REGULAENCHT FOR A BHOOTH BLENDED RADIUS OF NOTION WAS FROM A PREVIOUS FAILLINE.	FAR 87-06130-1	BE DUPLICATED DURE: TAKEN, PREVIOUS A LUDED SHALL DESIGN	FAR E7-061E4-3	ATTRIBUTED TO TEN	RTS OF THIS ANALYSIS THE MISSILE MAD BEEN
TESTARPORT NUMBER FALLED COMPONENT NAME	AC-12-0034/32-001-42-75 RESULATOR-LOK TANK PRESAURE	DURING OPERATION. THE LOM PHEUMATIC REGULATOR HALET TEMPERATURE INDICATED AN ABMORMALLY RAPID INC. :31.		ENATURE PROFULBION CUTOFF. TEST CONDUCTOR TERMINATED (EST.	.	A-BR-06-3034F PREISURE REGULATOR, LOK TANK.	FAILURE MODE- CUT OF TOLERANCE. PRESSURE OVER SHOOT TO 29.9 PSIG. SPECIFIED RANGE IS 24.1 TO 28.8 PBIG. CAUSE UNIND NA POSSIBLE CAUSES ARE A TEST SET UP DISCREPANCT OR A GALLED POPPET AND POPPET GUIDE.	CORRECTIVE ACTION-FAILURE NOT CONTRMED. VENDOR AGREED ON JU NT AND TO INFROVE ALIGNMENT OF BUAPT AND GUIDE, VENDOR ALSO O INSERT A POSSIBLE SOURCE OF GALLING, THIB ACTION WAS PROM	A-80-06-3028F DIFTERDATAL PREBAUSE BATTOM	FAILURE MODE-OUT OF TOLERANCE. CAUSE NOT RHOMN, COALD NOT BE DUPLICATED DURING ANALYBIB. Corrective action-failure not compired, no action will be taken, previous action includes ECP 1820, ECP 1820-1 AND -ic oiszo which hard anddized all internal Parts Plus included small design changes.	A-BD-08-3018F STACING DISCONNECT/SEAL	INAL LEARRES. LEAKED AT 27 PSIG. CAUSE IS ATTRIBUTED TO TEPLON BEAL NORM AND SCRATCHED LOCALLT. FR I A BURR ON THE MATING MALF.	CORRECTIVE ACTION-BITE PERSONNEL MERE NOTIFIED OF THE RESULTS OF THIS ANALYSIS AND THEY WERE REGUESTED THAT THE SYS En se checked for evidence of contamination, by this time the missile had been fired.
9797EH 348-9797EH	PMCUMATIC-A/8 TAMK PRESS	FAILTHE MODE-FAIL DURING REASE DURING THE TEST.	SYSTEM EFFECT-NONE.	WENICLE EFFECT-PREMATURE	CORRECTIVE ACTION-LINERNORM	PNEUMATIC-A/B TANK PRESS	FAILUGE MODE- CUT OF TOL	CORFECTIVE ACTION-FAILUR ANT AND 10 INFROVE ALLENS TO INSERT A POSSIBLE SOUR	PNEUMATIC-A/B TANK PRESS	FAILURE MODE-OUT OF TOLE CORRECTIVE ACTION-FAILUR -1C 01020 MHICH MARD AND	Preunatic-a/B Tain Press	FAILURE MODE-EXTERNAL LE CH A CONTANTNANT OR A BUR	CORRECTIVE ACTION-BITE P

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	DIFFICULTIES REVIEW-PREUMATIC STSTEM-AIRSONNE	MATIC STRICK-ALRBO	¥ -				_
87.91EM 848-37.81EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	317E 11ME 01F	PRI VENDOR HAME OTH VENDOR PART	VENDOR NAME VENDOR PART HC	
PNEUHATIC-A/B TANK PRESS	A-90-08-3048F REGILATOR, FUEL TANK PRESSURE	FAR E7-06102-33	67E 620620	e 5	TES FLUIDGENICS NO PEST-E	INFG.	
FAILURE MODE-OUT OF EVEALED AT AMALTSIS. RICTIOM OF CONTROLLER	FAILURE MODE-OUT OF EXPECTED TEST VALUE. TOO HIGM A READ CUT ON CARDS SG AND 57 OF MAPCHE DECK 220, CAUSE MAS MOT R Vealed at amilysis. Could have been tolerance difference betweem 60/A and obtf-1 checkout equipment. A partial rest Iction of controller orifice by a contaminant could cause a high leak fill pressure	T ON CARDS SE AND STREEM GO/A AND OSTE HIGH LEAK FILL PRE	56 AND 57 OF MAPCHE DECK 220, CAUSE WAS NOT AND OSTF-1 CHECKOUT EQUIPMENT. A PARTIAL RES FILL PRESSURE	DECK 220	1. CAUSE W	15 MOT R	
CORRECTIVE ACTION-FA	FAILURE NOT CONFIRMED. AS OF NOV 29,1862, 1,478 ON THIS TYPE OF REGULATOR WILL BE UNDER SURVEILLA	1.478 ON THIS TYPE	. OF REGULA	17 MIFF 1	E WOER SI	AVEILLA	·
MELMATIC-A/B TANK PRESS	A-90-08-3011F FUEL TANK PRESSURE RELIEF VALVE	FAR 27-08104-5	620623	287F-1 V	047F-1 W YES B.M. MADLEY TR NO 10326-7	Dr.E.	
FAILURE MODE-OUT OF AUSED BY MASKING TAPE	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. RELIEVED AT TOO HIGM A PRESSURE-68.5. ALLOWABLE IS 64.6 TO 65.60. USED BY MASKIMG TAPE COVERING PRIMARY CONTROLLER VENT PORTS.	700 HIGH A PREBUG.	E-88.5. AU	COMMBLE 13	6 10	3.00. 0	
CORRECTIVE ACTION-WI	CORRECTIVE ACTION-WIR AND ALL APPLICABLE BITES WERE NOTIFIED OF THE RESULTS OF THIS AMALTSIS. ALL ES WERE INSPECTED FOR PRESENCE OF TAPE, NO OTHER TAPE HAS FOLKD.	D OF THE REBULTS OF	THIS ANAL	7328. ALL	APPLICABLE HIBBIL	HIBBIL	
PAELINATIC-A/B TANK PRESS	A-90-08-3027 FUEL TANK PRESSURE RELIEF VALVE	¥AR 27-08104-5	620625	25	YES B.H.HADLEY	75.	2776
FAILURE MODE-CONTANI NIMUM 18 53.0 PB16. C	FAILUKE MODE-COMIANIMATIOM. FAILED TO REGULATE FUEL TAMK PRESSURE PROPERLY. RESEATED LOW AT 42.0 PSIG. ALLOMBLE MI HMUM IS 53.0 PSIG. CAUSED BI A PARTICLE OF PAINT LODGED IN THE CONTROLLER METERIMG CRIFICE.	ESSURE PROPERLY, RE THE CONTROLLER WETI	SEATED LOW	AT 62.P (PSIG. ALLO	₩ 8LE #1	
CURRECTIVE ACTION-CO RELESS PAINTING.	CONFIRMED. A TWY HAS SENT TO U.A.FTB AND ALL R AND D BITES TO ALERT PERSONNEL TO THE DAMMERS OF	LL R AND D BITES TO) ALERT PER	OMMEL TO	THE DANCES	22 90 82	
PNEUNATIC-A/B TAME PRESS	A-19-06-3095F LOX TAM PRESSURE RELIEF VALVE	FAR 27-08105-3	316	PYESS	NO 8.H. WAI	MADLEY 1-5	50
FAILUKE MODE-OUT OF UBED BY A NORMAL LOX U AIRBORNE OR PCU REL	FAILUKE MODE-OUT OF TOLERAMCE. LOX PRESSURE INCREASED TO 31 PSIG AND OSCILLATED BETWEEN ES AND 31 PSIG. THIS WAS CA USED BY A NORMAL LOX SLUGGIMG OPERATION WHICH DECIEASES ULLAGE SPACE AND COMPRESSES THE GAS BEFORE 17 CAN ESCAPE U AIASCANC OR PCU RELIEF VALVES. THIS IS NOT A RELIEF VALVE FAILURE.	PBIG AND OSCILLATI GE SPACE AND COMPHI FAILURE,	O BETWEEN !	TE AND ST	AND 81 PBIG. THIS MAS CA BEFORE 11 CAN ESCAPE THR	MAS CA	
CORRECTIVE ACTION-CO LATIONS OF ABOVE MASH OFFICE AND TO 60/A SE	CORRECTIVE ACTION-CONFIRMED THE PRESSURE OSCILLATION. 60/A REPORT PESSOS OF TES 18, 1962 STATED THAT PRESSURE OSCIL Lations of above magnitude are not marm ^e u. To the pheumatic system, a copy of this pas will be bent to the airforce Oppice and to 60/a beavice embineering.	REPORT PESSOS OF PESSES, 1962 STATED THAT PRESSURE OSCII STRTEN, A COPY OF THIS FAR MILL BE BENT TO THE ASSPORCE	19 12, 1962 1415 FAF WE	.t. DE BEN	hat Pressum 1 TO THE AL	14 04C1L	
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AYSTEM \$UB-SYSTEM	TEST/REPORT NUMBER DIF DATA BOURCE V	DIF DATA BOURCE PART HUMPER	EMICLE ATE DIF TI		PRI VENDOR NAME OTH VENDOR PART NO	, -
PNEUMATIC-A/B TANK PRESS	A-90-00-3068F PRESSURE RESULATOR, LOX TANK	FAR E7-08101-88	316 071	07E88 HO	FLUIDGENICS Pese-1	****
FAILURE HODE-OUT OF TOL USED BY A NORMAL LOX SLU V AIRBORNE OR PCU RELIEF	FAILURE MODE-OUT OF TOLERANCE. LOX PRESSURE INCREASED TO 33 PSIG AND OSCILLATED BETWEEN 31 AND 26 PSIG. THIS MAS CA USED BY A MORNAL LOX SLUGGING CPERATION WHICH DECREASES ULLAGE SPACE AND COMPRESSES THE GAS BEFORE IT CAN ESCAPE THR U AIRBORNE OR PCU RELIEF VALVES. THIS IS NOT A RELIEF VALVE FAILURE.	31 PBIG AND OSCILLATE LACE SPACE AND COMPRE E FAILURE.	D BETWEEN 31. 18858 THE GAS	AND 26 PS BEFORE IT	16. THIS WAS CA	
CORECCTIVE ACTION-CONFIRMED PRESSURE CO ONS OF THE ABOVE NAGNITUDE ARE NOT MARNE OFFICE AND TO GO/A SERVICE ENGINEERING.	COPTECTIVE ACTION-CONFINNED PRESSURE CSCILLATION. GD/A REPORT P65504 OF PEB 12, 1962 BTATED THAT PRESSURE OSCILLATI ONS OF THE ABOVE MACHITUDE ARE NOT HARMFUL TO THE PHEUMATIC SYSTEM. A COPT OF THIS FAR WILL BE SENT TO THE AIR FORCE OFFICE AND TO GD/A SERVICE ENGINEERING.	PORT PESSOA OF PESS 12 C SYSTEM, A COPY OF 3	, 1962 BTATES His far Will	THAT PRE	SSURE OSCILLATI O THE AIR FORCE	
PMEUMATIC-A/B TANK PRESS	AEG2-0657	COUNTBOAN	£10 0-3 520622	2 VE		95.95.60
FAILURE MODE-FAIL TO OF	TO OPERATE AT PRESCRIBED TIME, COMMIT BEQUENCE FAULTS, TANK PRESSURE FAILED TO INCREASE AT PRIESCR	EQUENCE FAULTS. TANK	PRESSURE FAIL	5 5 3 X	REASE AT PREBCE	
SYSTEM LFFECT-OFFRATION	SYSTEM EFFECT-OFFRATION DOES NOT START. FLIGHT PRESSURE NOT OBTAINED IN LOG TANK.	OF OBTAINED IN LOG TA	į			
VEHICLE EFFECT-LAUNCH C	UNCH COUNTDOM ABORTED AND REBCHEDULED.					
COPRECTIVE ACTION-UNKNOWN.	364.				;	
Precunational	ASH-08-301TF PELIUM CHANGEOVER VALVE-GRAR	FAR E7-00116-11	90.2 820821	ALTUS YES	YES ROSERT SHAW FU NO LION 1088-2201	:
FAILURE MICH-STRUCTURAL	FAILURE MICHARIN, EKCESSIVE TIME DELAY IN CHAMGING FROM INTERNAL TO EXTERNAL PIESSUMIZATION, CAUSED BY A BRO EN GEAR THAT MAS OVERSTRESSED, SEAR ASSEDBLY IS MARGINAL IN DESIGN.	FROM INTERNAL TO EXT IN DEBIGN.	Part Pressu	12.5 C10N.	CAUSED BY A BRO	
CORRECTIVE ACTION-A 27-	CORRECTIVE ACTION-A 27-08116-13 REDESIGNED VALVE MAS AUTHCRIZED FOR SLY-38 VEHICLES BY WORK ASSIGNMENT PLAN 3514, PROVED DEC-11-1964: This Design Results in Loner Tooth Loads. SAM: VALVE NOT APPROVED FOR MEAPON STREM.	WAS AUTHORIZED FOR SLY-38 VEHICLES BY WON TOOTH LOADS. SAME WALVE HOT APPROVED FOR	ICLES BY WORK	IK ASSIGNMENT P MEAPON BYBIEK.	KT PLAK 3514, A Tek.	
PAECHATIC-A/B TANK PRESS	A-88-56-5030P REGULATOR, PUEL TANK PREBBURE	FAR E7-0810E-23	6£0618 DYESS		YES HABLEY NO P957-1	
FAILURE MOJE- ERRATIC C RE NOT REVEALED OF ANALY OR IMPROPERLY ATTACHED.	NTIC CPERATION, RELIEF VALVE WAR POPPING JUST PRIOR TO LEAK FILL ON CARD 108 OF AMALYSIS. POSSIBLE CAUSES ARE A REGULATOR WALFUNCTION OR THE M.D.U. SENSE LINE: HIED.	JUST PRIOR TO LEAK F	ILL ON CARD 1	09 OF DEC	DECK 27-98401. CAU 18 CLOGGED BROKEN	
CONSECTIVE ACTION-PAILU	CONNECTIVE ACTION-FAILURE NOT CONFIRMED. 80/A INFORMED ALL BITES OF THIS REJECTION, RESUESTING PERSONNEL TO CHECK M	. SITES OF THIS REJEC	7104, ACOUE 81	114 95480	10 CHECK 10	
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	SITE PRI VENCOR NAME ME DIF OTH VENCOR PART NO	0.0100	YES B.H.MADLET 696561	ION 33, AMALYSIS REVEALE R SEAL. LOMER MATED LIF	FICATIONS. ALIGNERY OF	TES B.M. MADLET 000410	TON 35. ANALTSIS REVEAL ER BEAL, LONER MATEO LI	FICATIONS. ALIGNAENT OF	SYCAMORE VES MADLET 896534 NO 10716-9	SPECIFICATION LIMITS ATTRIBUTED TO DIRT AND SCRATCHES ON THE SE.	CAUSE OF PAILURE AND MERE REQUESTED TO CH	PACTORY VER HYDRAELECTRIC
DOR HE	VEHICLE OATE DIF TI		42041£ MR	F APEZ-DISS SECT. TO A SCORED LOM	MAS WITHIN SPEC	62061E WTR	OF APRE-0135 SEC	MAS WITHIN BELCCI	75F 3YC/	tributed to dirt Roppet.	NUSE OF PAILURE	CPOROR FAC
UMATIC SYSTEM-AIRE	DIF DATA SOURCE PART NUMBER	N OF REGULATOR.	FAR 87-08122-3	.NG PERFORMANCE OF ED NAS ATTRIBUTED	NOEL THAT LEAKAGE	FAR 27-04128-1	RING PERFORMANCE (TED NAS ATTRIBUTES	NDEL. THAT LEAKAGE	FAR L 27-04125-5	CALTON LENTS ATT	NOTIFIED OF THE CA	916
DIFFICULTIES REVIEW-PWEUMATIC SYSTEM-AIRBORNE	TEST/REPORT NUMBER FAILED COMPONENT NAME	AKS OR LOOSE FITTINGS PRIOR TO PEJECTION	A-SD-08-3010F STACING DISCONNECT	EXTERNIL, MITED DISCOMMECTO LEAKED DURING PERFORMANCE OF AMAZ-DISS SECTION SS, AMALYSIS REYEALE Specification Limit, Learage while mated was attributed to a scored Lower Seal, Lomer mated Lip Some what scored.	CO-RECTIVE ACTION-FAILURE NOT CONFIRMED-GD/C ADVISED PERSONNEL THAT LFARAGE WAS WITHIN SPECIFICATIONS. ALIGNNENT OF THE BOOSTER AND SUSTAINER DISCONNECTS WILL BE CHECKED.	A-90-08-3010F STACING DISCONNECT	FAILURC MODE-EXTERNAL LEARRES. MATED DISCOMNECTS LEARED DURING PERFORMANCE OF APOR-0133 SECTION 33, ANALY31S REVEAL Ed learrage has wining specification limit. Learrage umile mated has attributed to a scored loner seal, loner mated li P seal has dirty and somemal scored.	CORECTIVE ACTION-FAILURE NOT CONFIRMED-60/C ADVISED PERSONNEL, THAT LEARAGE HAS WITHIN SFECIFICATIONS. ALIGNNEHT OF THE DOOSTER AND SUSTAINER EVECUNNECTS WILL BE CHECKED.	A-DB-DB-SD15F BIAGING DISCOMMECT-BUSTAINER, FUEL E7-DRIES-S TAFK SENSING, BEAL	FAILURE HODE-EXTERNAL LEARASC. LEARASC IN EXCEBS OF SPECIFICATION LINITS ATTRIBUTE L AND POSSICLY DUE TO SYSTEM CONTANIMANTS PREVENTING PROPER SEATING OF THE POPPET.	.Y EG.1962 THE BITE PERSONNEL WERE NOTIFIED OF THE IGN. THE NAS DONE. NO CONTANINATION MAS FOLND.	A-98-04-3026F
	8787EX 816-8787EX	HSE LINE FOR LE	PHEUMATIC-A/B TANK PKESS	FAILURE MODE - LEAR EXTE D LEARAGE WAS WITHIN SPEC BEAL WAS DIRIT AND SCHE	COMRECTIVE ACTION-FAILUR	PHEUMATIC-A/D Tank PRESS	FAILURC MODE-EXTERNAL LE ED LEARAGE NAS WITHTHE SPE P SEAL HAS DIRTY AND SOME	CORRECTIVE ACTION-FAILING THE DOOSTER AND SUSTAINE	PNEUMATIC-A/8 TANK PRESS	FAILURE MODE-EXTERNAL LE	CORRECTIVE ACTION-ON JULY 20,1962 ECK SYSTEM FOR CONTABILMATION, Th.18	PNE UMATIC-A/B

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FAILURE MODE-OUT OF TOLERANCE, BUITCH OFFINED AT A PRESSURE LESS THAN THE REGUIRED 0.9 PLUS OR MIMUS 0.3 PSID, CORROSON OF INTERNAL COMPONENTS INTERFERED WITH PRESSURE PLATE MOMENEN, REQUIRING A SMALLER PRESSURE TO OPEN THE BUITCH,

GENERAL DI JAHES CONVAIR DI VISTON

11 JUN 1966

DIFFICULTIES AEVICH-PHEUNATIC SYSTEM-AIRBORNE

TRILLER MOSE-INTERNUL LEGACE, LEGATHS THRUE BUTTERLY SEGA-AT CHECKOUT, CAUGE NOT KNOWN, VALVE NET RECEIVED FOR ANY FAILURE MOSE-INTERNUL LEGACE, LEGATHS THRUE BUTTERLY SEGA-AT CHECKOUT, CAUGE NOT KNOWN, VALVE NET RECEIVED FOR ANY FAILURE MOSE-INTERNUL LEGACE, LEGATHS THRUE BUTTERLY SEGA-AT CHECKOUT, CAUGE NOT KNOWN, VALVE NET RECEIVED FOR ANY ENCHOLOGISCO, CAUGE OF BUTTERLY POSITION ADJUSTERLY DOSIGNED THE STOREST SEGACE CHARLES AND SEGAL MANUFACES AS A RESULT OF CHIEF REJECTION THE WENCOM IS ADJUSTED THE STOREST SEGACE CHARLES AND SEGAL MANUFACES AS A RESULT OF CHIEF REJECTION THE STOREST SEGACE TO SEGAL MANUFACES AND SEGAL MANUFACES A		SUB-STSTEM SUB-STSTEM CORRECTIVE ACTION-ECP 18ED OF	FAILED COMPONENT NAME PART NUMBER DATE DIF TIME DIF OFM VENDOR NA OF NAY 31, 1962 MARD ANDDIZED ALL INTERNAL BHITCH COMPONENTS TO ELIMINATE CORROSION.	DIF DATA SOURCE PART HUMBER INTERNAL BMITCH C	VEHICLE DATE DIF	8116 P	VENICLE BITE PRI VENDOR MANE DATE DE TINE DE PET MENDOR PART NO MPONENTS TO ELIMINATE CORROSION.	
		⋖ Ď	,	FAR E7-3858-9	2		ES AIRESEARCH O 182288-3-1	• • • • • • • • • • • • • • • • • • • •
			ICE. LEARING THRU BUTTEMELY BEAL-A DUE TO BUTTEMELY POSITION ADJUSTM	T CHECKOUT, CAUSE ENT OR TO BUTTERFL	NOT KNOWN. T LOOSE ON	VALVE NCT BHAPT DUE	RECEIVED FOR ANA TO INSUFFICIENT	
			OT CONFIRMED, NONE, AS A RESULT O FOR SERIAL MURBERS 128 AND CM. PO T SCREUS.	F OTHER REJECTIONS R UNITS IEP AND ON	THE VENDOR HAS	TE ADJUS CORRECTE	TING BUTTERFLY PO D THE TORBUING PR	
		استاعها	1	FAR 27-00114-1	•		l 🕳	• • • • • • • • • • • • • • • • • • • •
			AVE. FUEL VAPOR VENTIME INTO LOX L FLON SEAT. LEAK RATE WAS WITHIN AL 110N ALSO OCCURRED ON MAY 30, 1962	INE CAUSED BY PART LOMABLE LIMITS OF	ICLES OF 16 10 CC/HIN A	ION NICKEL	14 TO 650 HICKOM 3000 PSI AND AT R	
		ωĊ), BASE PERSONNEL WERE HOTIFIED OF OF JUNE EQ, 1962, DESIGN CORRECTIV PO PRIG WAS INSTITUTED.	THIS ANLYSIS. NO E ACTION WAS INITI	EVIDENCE (F CONTANI	NATION WAS FOUND 687 TO CHANGE CHE	
TE AT SPECIFIED TIME. VALVE EID NOT RELIEVE PER PROCEDURE ET-41086. ANALYBIS REVEALED THA RESEAT AT 82.0 PRIG WHICH ARE WITHIN DESIGN SPECIFICATION LINITS. THE APPLICABLE SPECIFICATION LINITS. THE APPLICABLE SPECIFICATION SPECIFICATIONS IN THE CHE ISSUE. THE SPECIFICATIONS IN THE CHE ISSUE. THE SPECIFICATIONS IN THE CHE ISSUE. THE SPECIFICATION PROCEDURE ES MAYE BEEN TURNED OVER TO AIR PORCE THE PROCEDURE ET-41086 IS NO LONGER USED. -BN-08-3041F RESSURE REGULATOR, LIAUTO OXTGEN ET-08101-38 RESSURE REGULATOR, LIAUTO OXTGEN ET-08101-38	TE AT SPECIFIED TIME. VALVE CID NOT RELIEVE PER PROCEDURE 27-41086. AMALYSIS REVEALED THA NO RESEAT AT 83.0 PAIG WHICH ARE WITHIN DEBIGN SPECIFICATION LINITS. THE APPLICABLE SPECIFICATION AND PROCEDURE COMPATIBLE MITH RACH OTHER. NOT CONFIRMED. INVESTIGATION REVEALED THAT THE CRACK AND RESEAT SPECIFICATIONS IN THE CHE ISLE. THE SPECS ARE 27-63104 DEBIGN SPEC; E.O.P. 410-8. AND 27-43086 VALIDATION PROCEDURE ES MAYE SEEN TURNED OVER TO AIR PORCE THE PROCEDURE 27-43086 TO LONGER USED. -BH-08-3041F A MAPCHE RUN. BLOW BLEED DOMR AT CARD 119 OF PROCEDURE 27-88401 THOUSANT TO BE PROBLEM. TH STREET,		-PH-CO-3006F UEL TAHK PRESHURE AELIEF VALYE	FAR E7-08104-3			ES MADLEY D 10526-7	-
NOT COMPINED. INVESTIGATION REVEALED THAT THE CRACK AND REBEAT SPECIFICATIONS IN THE CHE ISSUE. THE SPECIFICATIONS IN THE CHE ESC. THE SPECIFICATION PROCEDURE ES HAVE BEEN TURNED OVER TO AIR PORCE THE PROCEDURE R7-41D88 IS NO LONGER USED. -BN-08-3041F RESSURE REGULATOR, LIGUID OXTGEN R7-08101-38 NO P-686-1	NOT CONFIRMED. INVESTIGATION REVEALED THAT THE CRACK AND RESEAT SPECIFICATIONS IN THE CHE ES HAVE SEEN TURNED OVER TO JIR PORCE THE PROCEDUNE R7-41088 VALIDATION PROCEDUNE ES HAVE SEEN TURNED OVER TO JIR PORCE THE PROCEDUNE R7-41088 TO CONGER USED. -BH-08-3041F RESSURE REGULATOR, LIBUID OXTGEN R7-08101-38 NO P-08-1 A MAPCHE RUM. BLOW BLEED BOWN AT CARD 118 OF PROCEDUNE R7-38401 THOUSANT TO BE PROSEEN. TH STREEN.		TE AT SPECIFIED TIME. VALVE CID MO ND RESEAT AT 83.0 PRIG WHICH ARE N HITS FOR THE VALVE ARE NOT CONSTDE	N RELIEVE PER PROC NIMIN DEBIGN BPEC! RED COMPATIBLE MI	EDURE 27-4	1086. AMAL INITB. TME ER.	YSIS REVEALED THA APPLICABLE SPECT	
FAR 820588 ALTUS NO LATOR, LIBUID OXYGEM 27-D8101-38 820588 ALTUS NO	-BH-OB-3041F RESUME REGULATOR, LIBUID OXTGEN 27-DB101-33 A MAPCHE RUM, BLOW BLEED DOWN AT CARD 119 OF PROCEDUME 27-38401 TWOUGHT TO BE PROSLEM. TH STORESM.		NOT COMPIRMED, INVESTIGATION REVEA IBLE, THE SPECE ARE ET-COLOG DESIG IS MAVE BEEN TURNED OVER TO JIR PC	LED THAT THE CRACK HI SPEC, E.O.P. 430 RCE THE PROCEDURE	AND RESEA AND 27- E7-41D86 I	F SPECIFIC -41086 VAL	ATIONS IN THE CHE IDATION PROCEDUME R UBED.	
	A MAPCHE RUM. BLOW BLEED DOMM AT CARD 119 OF PROCEDUME 27-98401 THOUGHT TO BE PROBLEM. THE STREEM.		LATOR, LIBUID OXTGEN	FAR 27-08101-33			ļ	

SENERAL DYNAHICS CONVAIR DIVISION

CONTCILY COLOURNED CONTRIBUTION, WE HAVE \$19.38 OF \$19.00 CLT. 1942 BAN 10 ALL F \$115 NOT RELIGION OF RELIGION OF THE ANGENIA PORT OF RECENTAIN THE ORGAN OF ON METHOD AND THE ANGENIAL FOR ANGENIAL ORGAN OF ON WEIGHT A PART OF RECENTAIN THE ORGAN OF ON WEIGHT A PART OF RECENTAIN THE ORGAN OF ON WEIGHT A PART OF RECENTAIN THE ORGAN OF OR ANGENIAL ORGAN OF THE ANGEN OF THE ANGENIAL ORGAN OF THE ANGEN OF THE ANG	3121EH 816-815H	TENT/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOUNCE	VEHICLE BITE DATE DATE DATE	PRI VENDOR NAME OTH VENDOR PART NO	
ACTION-NOT CONTINED TWANTERNIES. THE RECOMENDED THAT ALL CALMEE DOLLOFF VALVE BY ACTION-NOT CONTINED TWANTERNIES. THE NOTABLE TO DITTAIN THOUGHT TO ANY EXCERSIVE LEARGE. PERSONNEL MERE NOT ANNHE OF LEARANG SPT. THAT IS A ACTION-NOT CONTINED TWA SHOULKE TO ANY EXCHANGE THE REPORT EX-ADSTRUCT TO ANY EXCHANGE THE REPORT EX-ADSTRUCT TO ANY EXCHANGE THE REPORT EX-ADSTRUCT TO ANY EX-ADSTRUCT TO ANY EX-ADSTRUCT TO DITTAIN THO NOTICES REPORTED THAT ALL CALMEE DOLLOFF VALVE BY ALLOWS AND CONTINUE TO DITTAIN THO NOTICES REPORTED THAT ALL CALMEE THE REPORT TO THE WAS THAT A ANY EX-ADSTRUCT TO DITTAIN THE THAT ANY EXPONENT THE THAT THE THAT THE THAT ANY EXPONENT THAT ANY EXPONENT THAT THE THAT THAT THE THAT ANY EXPONENT THAT ANY EXPONENT THAT THE THAT THAT THAT THAT THAT THAT	CORRECTIVE ACTION-NO 118 OF 27-86451 PHE CO OF TIME, FIVE MIN	OT COMFIRMED. TWK BOF 88-58 OF 28 OCT. E SYSTEM SHOULD NOT BE CONSIDERED DEFEC HATES NOULD NOT BE ASNORME, FOR SYSTEM	196E BEN TO ALL F : 11VE 1F THE GREEN L! PRESSURE DECAY TO TO	BITES NOT TET BOLD IN THE LEAR FILL BANGE.	NATING THAT AT CAR WITHIN A BHORT FER	
HIS IS NOT A FAILUR. HIS STREET CATION. WALVE THOUGHT TO ANY EXCERSIVE LEARGE. PERROWEL WERE HOT AWARE OF LEARANG SPECIAL CAUGE SOLICE TO ALL SITES RECOMMENDED THAT ALL CAUGE SOLICE WALVES B ALCOMBINE LEARANG FOR REPORT EF-08889 USING FLOR TESTER TIV-46.C MODEL 60004 SETTOR REJECTING WALVE FOR ANG. A-18-08-3020F A-18	EUMATIC-A/8 NR PRE33	A-10-08-3028F BOILOFF VALVE	FAR 27-80751-847	1		
A-18-08-3000F FAR 1F BY BY CAMONE NO MELLUM BOTTLES REPORTEDLY WERE JAMMED WHEN MISSILE EXPLOSED. THERE WAS THAN A VALLABLE TO DETERMINE IF BOTTLES BURST FFORE MISSILE EXPLOSION OR IF THEY BURST AS A RESULT OF THE E. A-18-08-302F FAR 39F STORE MISSILE EXPLOSION OR IF THEY BURST AS A RESULT OF THE E. A-18-08-302F FAR 39F STORE THAN THE BEAL-RATE WAS 3030 CIPM. CAUSE NOT KNOWN. POSSIBLY 1MPRO OR ACTUAL OF SPECIFICATION. EXCESS LEAKEE THAN THE BEAL-RATE WAS 3030 CIPM. CAUSE NOT KNOWN. POSSIBLY 1MPRO OR ACTUAL OF SPECIFICATION. EXCESS LEAKEE THAN THE BEAL-RATE WAS 3030 CIPM. CAUSE NOT KNOWN. POSSIBLY 1MPRO OR ACTUAL MATER PROOF PRESSURE TEST. REFERENCE FAR A-19-09-3089. A-18-08-3013F FAR PROOF PRESSURE TEST. REFERENCE FAR A-19-08-3089. A-18-08-3013F FAR PROOF PRESSURE TEST. REFERENCE FAR A-19-08-3089. A-18-08-3013F FAR PROOF PRESSURE TEST. REFERENCE FAR A-19-08-3089.	9 2	SPECIFICATION, VALVE THOUGHT TO MAVE 6 OT A FAILURE. OT CONFIRMED THE SOO-SON SOF OF 975/6E. IL LEARNIE PER REPORT E7-00888 USING PL	INCERNINE LEARAGE. PY TO ALL BITCH RECOMM .OM TENTER TIV-48/E	ERECHMEL MEME NOT A ENDED THAT ALL CALM MODEL 68004 BEFORE	MAE OF LEARAGE SPE IC BOLLOFF VALVES B	
ACTION-NO CORRECTIVE ACTION TWO VELIUM BOTTLES REPORTEDLY WERE JAMAGED WHEN MISSILE EXPLOSED, THENE WAS THAN A VAILABLE TO DETERMINE IF STILLS BURST PEFORE MISSILE EXPLOSION OR IF THEY BURST AS A RESULT OF THE E ACTION-NO CORRECTIVE ACTION TAKEN. A-109-08-3025F VALVE-RELIEF PE-047 OF SPECIFICATION. EXCESS LEAKAGE THRU THE BEAL-RATE WAS 3030 CIPM. CAUSE NOT KNOWN, POSSIBLY 1MPRO OR ACTUATOR ADJUSTMENT BY VEROOM NOW EFFECTS BETTER TORSUING OF THE 5 GUTTERLY CLAMPING SCHEMS AND BETS THE A-108-08-10-10 F ACTION-NOT COMPINED. VEROOM NOW EFFECTS BETTER TORSUING OF THE 5 GUTTERLY CLAMPING SCHEMS AND BETS THE TOR ADJUSTMENT BEAREDS AFTER PROOF PRESSURE TEST. FAR A-80-08-2056. C-CONTAMINATION, MATER FOUND IN VALVE AND VENT DUET. CAUSE BY INDEGNATE COVERING OF VALVE.	CUATICANI	A-198-08-3020F HEL. I UM BOTTLE	FAR 27-08115-1	6180	22	
A-180-08-3023F VALVE-RELIEF VALVE-RELIEF VALVE-RELIEF E-OUT OF SPECIFICATION. EXCESS LEAKAGE THRU THE SEL-RATE WAS 3050 CIPH. CAUSE NOT KNOWN. POSSIBLY IMPROOR ACTUATOR ADJUSTMENT BY VENDOR. ACTION-NOT COMPLINED. VENDOR NOW EFFECTS BETTER TORGUING OF THE 5 GUTTERLY CLAMPING SCREAG AND SETS THE TOR ADJUSTMENT SCREWS AFTER PROOF PRESSURE TEST. REFERENCE FAR A-80-08-3058. A-180-08-3013F A-180-08-3013F A-180-08-3013F C-CONTAMINATION. MATER FOUND IN VALVE AND VENT DUCT. CAVISED BY IMADERUATE COVERING OF VALVE.	FAILURE MODE-FAIL DU FICIENT DATA AVAILAB PLOBION. CORECTIVE ACTION-MC	JAING CHIRATION TWO NELIUM BOTTLES REPO SLE TO DETERMINE IF BOTTLES BURNET PEFOR COMPECTIVE ACTION TAKEN.	MTEDLY WENE JAMACED IE MISBILE EXTLOBION	WHEN MIGBILE EXPLO OR IF THEY BURST A	OED. THENE WAS THIS E	
E-OUT OF ACTUM ACTION ADJUST TON ADJUST E-CONTANT	EUMATIC-A/B	A-18-08-3023F VALVE-RELIEF	FAR 27-08596-3	Ì		
ACTION-NOT CONFIGNED, VENDOR NOW EPPECTS BETTER TOREUING OF TOR ADJUSTMENT BEILE FOR PROSEUME TEST, REFERENCE TOR A-88-08-1013F A-88-08-1013F LOIL TANK PRESSURE MELIEF VALVE 87-08103-3 E-CONTANINATION, MATER FOUND IN VALVE AND VENT DUCT. CAUSED	FAILURE MODE-OUT OF ER TORBUIME OR ACTUA	SPECIFICATION. EXCESS LEAKAGE THRU THE NYON ADJUSTMENT BY VENDOR.	I BEAL-RATE WAS 3050	CIPM. CAUSE NOT KN	OM. POSSIBLY INPRO	
A-DB-DB-DB-DB-DB-DB-DB-DB-DB-DB-DB-DB-DB-	CORRECTIVE ACTION-NG THREE ACTUATOR ADJUS	OT COMPLINED, VENDOR NOM EPPECTS BETTER STHENT BUREMS AFTER PROOF PRESSURE TELT	TOREUING OF THE S.	BUTTERFLY CLAMPING D-08-2088.	SCREMS AND SETS THE	
PAILUME MODE-CONTAMINATION, MATER FOUND IN VALVE AND VENT DUCT. CAMBED BY INADEQUATE COVERING OF VALVE.	EUMATIC-A/B	A-98-08-3013F LOH TANK PRESEURE RELIEF VALVE	FAR 87-06103-3	318	YES S.N. MADLEY NO 10185-9	
	PAILUME MODE-CONTANS	NATION. MATER FOUND IN VALVE AND VENT	OUCT. CAMBED BY INC	DEQUATE COVERING OF	. AALWE.	

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3731EH 848-3737EH	TISTARPORT NUMBER FAILED COMPOSENT MANE	DIF DATA BOUNCE FART NUMBER	VEHICLE DATE DIF	11 TE 017	PRI VENDOR HANG. OTH VENDOR PART NO	PAR EO	
CORRECTLIC ACTION-	CORRECTIVE ACTION-CHAME REQUEST 3988 WAS PRESENTED TO AIR FORCE ON SEDSIS TO ADD A PLUC WITH A STREAMEN TO PROTECT VEH DUCT. REQUEST WAS DISAPPROVED. GOF 853.18.1 REVISION J-CCT 10, 1842 AND MFS 85.01 REVISION D OF DEC 84, 1842 AND MFS 85.01 AND MFS PERMANNESS OF AND MFS PARADIT WOMEN BOT EMPER VALVE.	11R FORCE ON SEDSIS TO AL	00 A PLUC 8 05:03 R	MITH A & EVISION D	TREAMEN TO OF DEC 84,	PROTECT 1992 A	<u> </u>
PACUALTIC-A/B TANK PRESD	A-80-08-301AF REGULATOR-LON AIRBORNE	FAR 87-06:01-33	115030	E	YES FLUIDGEMICS NO POSG-1	#ICS	•
FAILURE HODE-OUT OF 0 E8.5 PSIG. CAUSE. ERCHCE IN VOLUME BE	OF TOLERANCE, PRESSURE VARIED FROM EI TO SO PBIG DURING LEAR-FILL CYCLE, ALLOMABLE RANGE IS E4.4 T E ATTRIBUTED TO INDICATING TRANSDUCER LOCATED IN THE DUCT FAR REMOVED PROY THE TANK, THE GREAT DIPP SETNEEN TANK AND DUCT ALLOMB A GREATER PRESBURE RANGE THAN IN THE TANK ULLAGE SPACE.	TO SC PEIG DUAING LEAK-F DCATED IN THE DUCT FAR SI PRESEURE RANGE THAN IN T	TLL CYCLE EMOVED PR HE TANK V	CHICAMB OF THE TA LLAGE BPA	LE BANGE 18 MK. THE GRE CF.	E4.4 7	
CORRECTIVE ACTION	CORRECTIVE ACTION-WIR PERSONNEL NERE NOTIFIED OF THE RESULTS OF	BULTS OF THIS AMALYSIS, ON JULY 30, 1962	OH JULY 3	0. 1962.			
PHEUMATIC-A/B TANK PRESS	A-99-06-30RAF BOILGFF VALVE	FAR 27-00750-011	61E 620510	FACTORY	63x		10454
FAILURE MODE-STRUCTURAL. MS SHEING RATE FROM METAL IPM.	JETURAL. RESEATED BELOW ALLOMBLE PREBBURE RANGE OF 2.9 TO 2.3 PBIG. CAUSEO BY A REDUCTION IN BELLO On Netal Fatione, after reseat value also leaked past seal in excess of naximum allomble of 1000 c	URE RANGE OF E.9 TO E.8 BO LEAKED PAST REAL IN E	PSIG. CAL	SEC BY A MAXIMUM A	2.3 PSIG. CAUSEO BY A REDUCTION IN BELL IN EXCESS OF NAXIMUM ALLOMBLE OF 1000	> 0005 .	
CORRECTIVE ACTION- B AND DEVELOPMENTS SO CROBERED METROFTI	-CONTRINED LEARNEE FOLLOWING ON THE GOLA PROPOSED VALVE T ON ALL OPERATION VEHICLES	RESEAT, THE 88 BRK 1-9-18 OF SEPT CHANCE AS CUTLINED IN CO.A REPORT PAINTM AIRRESEARCH AND CALMEC VALVES.	7 5, 1961 PC 3363, },	TERMINATE DATED JUL	D ALL MODIF.	MCDIFICATION 1961. TAX AL	
PHEUMATIC-A/B TANK PRESS	A-BD-D8-3018F MAHJAL BHUTOFF VALVE-BEAL	FAR 87-06108-1	64E	£ 5	VES J.C. PEACOCK NO ACHINE CO 51380	CO CO	•
FAILURE MODE-INTER	FAILURE MODE-INTERNAL LEARAGE. VALVE LEARED PAST THE BEAL WITH BUTTERFLY CLOBED. DAMBE TO BUTTERFLY BEAL RESULTED Prom tolerance accumulation coupled with binding from over torquing.	AL WITH BUTTERFLY CLORED ER TORBUIMG.	. DAM &	10 BUTTE	PLY BEAL AT	13 W. 160	
CORRECTIVE ACTION-VALVE MAS OF AMECS. REPERBACE VENDOR DRAWING	N-VALVE MAS OF ORIGINAL VENDOR DESIGN AND MAD NOT SEEN MODIFIED TO INCORPORATE SUBSECUENT DESIGN CH WENDOR DRAWING BISSOR, APPROVED 610620.	NC MAD NOT BEEN MODIFIED) 10 INCOL	PORATE BL	BSCOUENT DE	19 18 C	
PHEUMATIC-A/B TAIK PHESS	MG-88-08-286F LOH PRESSURE REGULATOR	FAR 87-06101-41	1070 6£ 0400	ETA	VEB B. H. MABLEV MO	MOLEY	
PATEURE HODE-OUT	OF TOLERANCE. UNIT WAS REJECTED FOR A LOW LEAK-PILL PRESSURE. PAILURE WAS NOT CONFIRMED.	LOW LEAK-PILL PRESSURE.	PAILURE	\$5 1Q1 C4	ME I RHEO.		
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	DIFFICULTIES REVIEW-PMEUMATIC STRIEM-AIRBORME	EUMATIC BYSTEN-AIRBON	¥				1
3737EH 3UB-SYBTEM	TESTAREPORT HUBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	VEHICLE BITE DATE DATE DATE	1	VENDOR NAME VENDOR PART NO	•
CORRECTIVE ACTION-NOM	ME-PAILURE HOT COMPIRMED.						•••
PACUMATIC-A/B TANK PRESS	A-90-00-3023F DIFFERENTIAL PRESSURE BUITCH	FAR E7-08130-1	64E 620427	09761	2 0	YES HYDRA ELECTRIC NO 3E018-1	•
FAILUNE MODE-OUT OF 10.	FAILUZE MODE-OUT OF TOLERANCE. ACTUATED AT 0.35 PSID DURING CHECKOUT, ALLOMBLE LIMITS ARE 0.0 PLUS OR MIMUS 0.3 PS 0.	NG CMECKOUT, ALLOMBI	E LIMITS A	AE 0.0	8 5	R MINUS 0.5 F	
CORRECTIVE ACTION-FAIN EM ACTION IN PROGRESS ' THE TANKS, THESE CHANK	ILLME HOT COMFIRMED. NO CORRECTIVE ACTION. ACTION RESULTING FROM PREVIOUS FAILUMES INCLUDE DESI 1 TO HARD ANDDIZE SWITCH. INTERNAL COMPONENTS, AND TO INCREASE THE REQUIRED DIFFERENTIAL BETHEEN NACES WILL RE INCORPORATED IN THE 27.08130-3 CONFIGURATION.	110N. ACTION RESULTIN POWENTS, AND TO INCR 8130-S CONFIGURATION	46 FROM PRE EASE THE RE	VIOUS FAI	E CURE	RESULTING FROM PREVIOUS FAILURES INCLUDE DEST TO INCREASE THE REQUIRED DIFFERENTIAL BETHEEN ARATION.	- I
PREUMATIC-A/B TANK PRESS	A-44-08-298F LOS TANK PRESSURE RELIEF VALVE	FAR 27-08103-3	54F 6204E7	LINCOLN	20	YES B.M. MADLEY NO	93436
FAILURE MODE-CONTABINATION. CORRECTIVE ACTION-CHANGE REG	TWO UNITS REJECTED FOR PRINCEST 3506 WAS SUBMITTED	AILURE TO CRACK 2.9 PSID PROPOSING A VENT PLUG AND CUSTOMER AND DIRECTED GOV	ID SNSTEAD OF TO AND STREAMER TO P.	TO S PRIC	. RAE	H MATER FROM	· •
PMEUNATIC-A/B TANK PRESS	A-9N-06-3016F PRESSURE REGULATOR-LOX TANK	FAR E7-08101-33	61 F 620426	AL TUS	5 6	FLUIDGENICS PSS6-1	***************************************
FAILURE MODE-DUT OF ATOR PASSED A MAPCHE R-FILL WAS ENCEDED.	FAILURE MODE-DUT OF TOLERANCE. HIGH TEST VALUE ON CARDS 120 AND 121 OF PROCEDURE 27-98401. CAUSE UNKNOAN. THE REGUL Ator passed a mapche test at Goa which simmaated site conditions. Lomer allomble design limit for the Bottom of Lea R-Fill was exceeded, disassembly did not reveal any discrepancies.	20 AND 121 OF PROCED 1111045. LONER ALLONN PANCIES.	URE 27-9840 BLE DESIGN	DI. CAUSE LINIT FO	2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	PROCEDURE 27-98401. CAUSE UNENOMN. THE RECUL ALLOMBLE DESIGN LINIT FOR THE BOTTON OF LEA	
CORRECTIVE ACTION-A 8 LT 18: 1862.	SURVEILLANCE WILL BE MAINTAINED OVER PACTORY AND SITE TESTS OF SIMILAR TIPE REGULATORS AS OF	FACTORY AND BITE TES	78 OF BINI	74 TPE	33		
PAC USA TIC-A/B TANK PRESS	AEGE-035E/12-601-41-50 LOE TAIN PRESSURIZATION REGULATOR	CAPTIVE X 27-00101-33	386	I	ដូខ្	YES FLUIDBENICS	
FAILURE MODE-LEAK-INTI PAEUMATICS. THE REGULA	HERMAL. THE REGULATOR DID NOT LOCK CLOSE ABOVE 26 PSIG TANK PRESSURE AT CHANGEOVER LATOR LEAKED 648, AS INDICATED BY A PRESSURE SPIKE IN LOG TANK AND DUCT PRESSURE.	COSE ABOVE 28 PRIG TA	NK PRESSUR TANK AND D	E AT CHAN	eror Mr.	A TO INTERMAL	
BYBIEN EPFECT-THE LOS	BYBICH EPFECT-THE LOG TAIM IMB OVER-PRESSURIZED TO BOLE PEIG AT CHANGEOVER TO INTERIM. PREUMATICS, INDICATING FAILU RE OF THE REGULATOR, OPERATION OF THE REGULATOR WAS BATISFACTORY DURING LEAR FILL OPERATIONS AND DURING THE PIREMS.	PEIG AT CHANGEOVER TO PECTORY DURING LEAK F	INTERNAL ILL OPERAT	PHEUMATIC	. 5	DICATING PAI	
						PA66 0000	12

GENERAL DYNAMICS CONVAIN DIVIBION

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8787EM 848-8797EM	TEST/REPORT NUMBER FAILED COMPONENT HAME	DIF DATA BOURCE FART NUMBER	VEHICLE DATE DIP	VEHICLE BITE PRI DATE DIP TINE DIF OTH		VENDOR NAME VENDOR PART NO	
VEHICLE EFFECT-NOME.							***
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE RESULATOR WAS SUBSEQUENTLY REPLACED.						
PHEUMATIC-A/B TANK PRESS	A-88-08-3008F PPESSURE REGULATOR-LOX TANK PRESSU E7-06101-33 RE/POPPET	FAR U E7-04101-33	78 PO 45 C	SYCAHORE VES		FLUIDGENICS P036-1	
FAILURE MODE-OUT OF TO 3 PAIG OCCURRED THE NEX T WAS GALLED, PROBABAT	TOLERANCE, MOMENTARY PRESSURE SPIRE OF 30.5 PSIG AT CHANGE OVER TO INTERNAL. A SPIRE OF 3E TO S NEXT DAY, CAUSE ATTRIBUTED TO MOMENTARY POPPET HANG UP UNTIL JARRED LOOSE BY VALVE ACTION, POPPE LY DUE TO IMPROMER APPLICATION OF DRY FILM LUBRICANT.	30.5 PSIC AT CHANGE POPPET HANG UP UNTI ILM LUBRICANT.	OVER TO I	NTERNAL.	2 3	KE OF 3E 10 3 ACTION. POPPE	
CORRECTIVE ACTION-VDAD LUGRICANT PROCESS MAS P THE A-163 NUT AND THE	CORRECTIVE ACTION-VENDOR REVIEWED PROCEDURES FOR ALIGNMENT OF STOP VALVE MUT AND FOLAD THEM ADEBLATE. THE LUBRICANT PROCESS WAS FOUND ADEBLATE. EFFECTIVE AUG. 1982 IN REQUIREMENT WAS ADDED FOR A BHOOTHLY BLENDED THE A-183 MUT AND THE A-183 MUT AN	OF STOP VALVE NUT A		HEM ADEAU	MTC.	THEM ADEQUATE, THE DAY FILM A SMOOTHLY BLENDED RADIUS ON	
PMEUMATIC-A/B TAME PRESS	A-88-3001F TCRUSEAL-BOLLOFF VALVE TO WENT ELB 83-87900-239 OH	FAR B 63-67900-239	\$204D4	SYCANORE YES NO		ADVANCED PRODUCTS U-E420-07379-N	***
FAILURE MODE-EXTERNAL BOTTOMING OUT IN THE VA	FAILURE MODE-EXTERNAL LEARAGE LEARAGE WAS DETECTED BETWEEN MATING FLANGES AND THE BEAL. CAUSED BY ATTACHING BOLTS BOTTOMING OUT IN THE VALVE AND NOT SMKEEZING SEAL SUFFICIENTLY.	N MATING PLANGES AND	THE BEAL.	CAUSED B	T ATE	ACHINE BOLTS	·
CORFECTIVE ACTION-NO C	CORRECTIVE ACTION-NO CORRECTIVE ACTION. BINCE ONLY THE TORUSEAL WAS RECEIVED FOR ANALYBIS, NO OTHER ACTION IS APPLE	USEAL WAS RECESTYED F	OR AMALYS!	8, NO OTA	¥ .	TION IS APPLE	
PHEUMATIC-A/B TAME PRESS	A-Be-06-300E MIGULATOR-LIQUID OXTGEN	F.R 27-00101-35	12 0403	E.	46.0	FLUIDGENICS Pasa-1	637300
FAILURE MODE-STRUCTURA O BOUT JUNCTION DUE TO	URAL. SUSPECTED A PROBLEM WITH THE TEPLOM GUIDE. THE BUIDE WAS FOUND TO BE FRACTURED AT PLANKE. TO ACCUMULATION OF TOLERANCES ALLOMING INSURPTICIENT AREA FOR TRAPPED GAS TO ESCAPE.	ON GUIDE. THE BUIDE INSUFFICIENT AREA FO	MES FOUND M TRAPPED	TO BE TRA	CT SE	D AT PLANKE T	
CORRECTIVE ACTION-TELE IN USE WITH REGULATORS RAPPED GAS.	CORRECTIVE ACTION-TELEGRAN BEBAN RY-4-ROS OF APRIL SI: 1968; AUTHORIZED THE RETROFIT OF BINILAR TYPE REGULATORS WOM In use with regulators of an improved design. The New Guide will include 8 to 4 moles to increase escape area for t Lapped 648.	E, AUTHORIZED THE RE E WILL INCLUDE 8 TO	180/11 OF	DIMILAR T INCREAGE	4 7 5 6 6 7 8	CCULATORS NOW PC ARCA FOR T	
						7460 0007	

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	DIFFICULTIES REVIEW-PMEMMITIC BYSTEM-AIRBORNE	KUMATIC SYSTEM-ATROOP	¥			
373 TEK 346-373 TER	TEST/REPORT MUNBER FAILED CONFONENT NAME	DIF DATA BOURCE PART HUNGER	VEHICLE DATE DIF	817E P	SITE PRI VENDOR NAME	8 5
PHEUMATIC-A/B TAME PRESS	0A650/01-6MO-04-12 3MT TCH	COMPOST TE-PROVOPE	126	D	VE 8 NO	444
FAILURE MODE-FAIL TO MATING.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, MIDBILE FAILED TO ACKIEVE FLIGHT PREDBURE DUE TO A HICROBURTCH MOT Matims.	FAILED TO ACKIEVE PLI	ET PRESSU	RE DUE TO	A HICROBUTTCH	ğ
STSTEN EFFECT-OPERATI	BYSTEN EFFECT-OPERATION TOO LOW. PCU FAILED TO PRESENTIZE LOR TANK TO PLIENT MESSURE.	CLOR TANK TO PLIGHT !	MESSURE.			
VEHICLE EFFECT-COMPOS	COSTTE DELATED.					
CORRECTIVE ACTION-SMITCH	TON REPLACED.					
PHEUMATIC-A/B TANK PRESS	A-BE-DB-SODE REGULATOR-LIGUID OXYGEN	FAR 27-06101-33	065029	0H 1-969- 169 P036-1	7E8 P836-1 NO	1
FAILURE MODE-STRUCTUR	WALL, SUSPECTED A PROBLEM WITH THE TEPLOX CUIDE, THE GUIDE MAS FOUND INTACT-NO DISCREPANCIES.	LOK WIDE. THE WIDE	MAS FOUND	INTACT-NO	DISCREPANCIES.	
CORRECTIVE ACTION-NO ULATORS MOM IN USE WITH AREA FOR TRAPPED 645.	CORRECTIVE ACTION-NO FAILURE. TELEGRAN BSBAR 27-4-206 OF APRIL 21, 1962 AUTHORIZED THE RETROFIT OF SIMILAR TYPE REG MLATORS NOW IN USE WITH REGULATORS OF AN INPROVED DESIGN. THE NEW GUIDE WILL INCLUDE 2 TO 4 HOLES TO INCREASE ESCAPE. AREA FOR TRAPPED 543.	APRIL 21, 1962 AUTHO THE NEW CUIDE WILL II	HZED THE R	ETROFIT OF	SINILAR TYPE O INCREASE EN	2 Y
PMELMATIC-A/B TAME PRESS	A-88-08-297F FUCL TANK PRESSURE REGULATOR	FAR 27-06102-23	660330	BYCANORE	SYCAMORE YES PLUIDGENICS	1
FALLUKE MODE-OUT OF T PROBLEM NOT CONFIRMED.	TOLENAMCE. THIEZ UNITS NETE REJECTED FOR A BUBPECTED DEFICIENCY IN THE TEPLON GUIDE. BUBPECTED I.	FOR A BUSPECTED DEFI	CIENCY IN T	HE TOTA	CUIDE. BUBME	<u> </u>
CORRECTIVE ACTION-E?-	?-DEIOE-ES REGULATORE TO BE REPLACED WITH AN IMPROVED DEELEN.	ITH AN IMPROVED DEBI	ź			
PNEUNATIC-A/B TANK PREBS	A-PD-DB-YPPF PRESSURE TRANSDUCEA	7 AR 27-06109-1	1100	ř .	YES CRESCENT EI	C166.
FAILURE MODE-OUT OF T	TOLKBANCE. UNIT WAS REJECTED FOR OPERATING UP TO 8.5 PSID INSTEAD OF TO 5 PSID.	ATTING UP TO 8.5 PBID	INDTEAD OF	10 S Paid	•	<u> </u>
					PA4C 0996	ž

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	DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE	MATIC STRTEM-AIRBOR	Y				
5757EN 546-5757EN	TESTAREPORT WARER FAILED COMPORENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE 817E DATE DIF TIME DIF	817E 71ME 01F	18 10	VENDOR NAKE	
PHEUMATIC-A/B TANK PRESS	CT-80-08-013F FUEL TAME PRESSURE-RELIEF VALVE	FAR E7-08104-3	104D 620390	£1A	7£8 B.	B.M. MADLEY 10366-5	•
PAILURE MODE-EXTERNAL	L LEARAGE, PRESSURE DROP FROM 13.6 TO 8 PSIG WITHIN 20 MINUTES.	PEIG VITHIN BO MIN	utes.				
CORRECTIVE ACTION-FA	CORRECTIVE ACTION-FAILURE NOT CONFINNED. GO/C TO START SURVEILLANCE TO IDENTIFY CONDITIONS TO CAUSE A SIMILAR TYPE.	VEILLANCE TO IDENTIF	Y COID 110	NS TO CA	19E A 8	INICAN TYPE	
PHEUMATIC-A/B TANK PRESS	AESE-0076/01-504-00-64 BOLL OFF VALVE	A.I.M.T	922039 399	0.8	₽ ₽		• • • • • • • • • • • • • • • • • • • •
FAILURE HODE-PRENATURE D BY LAUNCH CONTROL, CA'	AE CAERATICH-THE BOILGFF VALVE WAS ACTIVATED WIEW ELECTRICAL WOLLICAL EJECT BENENCE, GENERATE Caused a boilgff valve de automatic signal to be generated, placing the Boilgff Valve in Contro	IVATED WIEN ELECTRIC WAL TO BE GENERATED	AL WOTES	AL EJECT THE BOLD	96 66 W	CE, CENERATE VE IN CONTRO	
SYSTEM EFFECT-DEPLET R PSIG. BY 125 SEC 17 R PRESSURE AND PREMAT	SYSTEM EFTECT-DEPLETION OF GAS SUPPLY-LOX TANK PRESSURE WAS WENTED TO 4.6 PSIG AT 2.0 SEC. BY 75 SEC IT REACHED 16. R PSIG. BY 125 SEC IT REACHED 16.0 PSIG. AT 294 SEC PRESSURE WAS 3.8 PSIG. THIS ALSO RESULTED IN A DECAY IN PUEL YAN A PRESSURE AND PREMATURE WELIUM DEPLETION IN TANKS PRESS SYSTEM.	8 VENTED TO 4.9 PSIG E MAS 3.5 PSIG. THIS STEM.	PSIG AT 2.0 SEC. BY 75 BEC IT REACHED THIS ALSO RESULTED IN A DECAY IN PUEL	C. 87 75 R.7ED IN	BEC 11 A DECAY	REACHED 16. IN FUEL TAN	
WENTCLE EFFECT-NONE AS	AS A RESULT OF THIS FAILURE.						
CORRECTIVE ACTION-CH	CORRECTIVE ACTION-CHANGED LAUNCH CONTROL LOGIC.						1
PHEUMATIC-A/B TANK PRESS	A-9F-06-3047F PRESSUNE REGULATOR-PUEL TANK	FAR 87-06108-23	70F 4£0£83	DYCSS	8 5	FLUIDGENICE PAST-1	961079
FAILURE MODE- OUT OF TOLES OCEDURE 27-98401. CAUSED BY CLEARANCE FOR THE POPPET.	FAILURE MODE- OUT OF TOLERANCE. PRESSUPE D.7 MIGNER THAN 10.41 TO 13.21 PAIS ALLOMBLE DURING CARD 109 OF MAPCHE PR OCEDURE 27-98401. CAUSED BY AN EDRATIC CONTROLLER. THE A117 AND A115 GUIDES NERE OUT OF TOLERANCE, PREVENTING PROPER CLEARANCE FOR THE POPPET.	0.41 TO 63.E1 P316 /	ורוסאפרב מ מונסאפרב מ	MRING CA	AD 109	OF MAPCHE PROPER	
CORRECTIVE ALTION- VENDOR CHECKED IN FINAL MACHINING ITM A PLUG GAGE.	REPLIED TO RAR A-9P-08-3404 ON WITH SMALL HOLE SAGES. CHECKED	DEC 1E, 1942, BATING THAT HOLE DIANETERS ANE 100 PER CENT MITH CALIBRATED NICRONETERS, ALBO EACH HOLE IS BURNISHED IN	That HOLE DETCAS. AL	DIAMETER. SO EACH	P AME :	OO PER CENT	
PHEUNUTIC-A/P TANK PHESS	DA678/02-600-17-03	COSPOSITE-PRO/DPL	# PO # P	•	2 8		
FAILURE MODE-OUT OF 84	SPECIFICATION, MISSILE TANK PRESSURES WERE MARSHAL.	WERE MARGINAL.					
B STOTEN EFFECT-NONE.							
WHICH EFFECT-COMPOSI	SOLIE ABORTED AND REBCHEDULED.						

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DIFFICUATIES REVIEW-PHEUMATIC STATEM-AIRBORNE

819TEM 816-378TEM	TEST/REPORT NUMBER FAILED COMPONENT MANG	DEF DATA SOURCE PART KUNDER	VEHICLE BITE DATE DATE DATE DATE DATE DATE DATE DA	817E 11ME DIF	2 5	VENDOR NAME VENDOR PART NO	
CORRECTIVE ACTION-UNKNOWN.	N,				1		957369
PMEUNATIC-A/B TAIM PRESS	AERE-C193/BE-401-00-137 HELIUM CHAMGEOVER VALVE	COUNTDOM	1370	2	2.5		***
FAILURE MODE-FAIL TO OPER INTERNAL AND COMMIT STOP	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TIME. MELIUM CHANGEOVER VALVE PAILED TO TRANSFER TANK PRESSURIZATION TO MIERNAL AND CORNIT STOP MAS INITIATED.	NGEOVER VALVE PAILE	D TO TRANS	FER TANK	36	UNIZATION TO	
SYSTEM EFFECT-OFFRATION DOES NOT START.	DOES NOT START.						
VEHICLE EFFECT-COMIDOM	WEHICLE EFFECT-COMMIDGING ABORTED AND RESCHEDULED.						
CORRECTIVE ACTION-VALVE	REPLACED.						
PPEUMITIC-A/B TANK PRESS	A-90-D6-E23F LOX TANK PRESSURE RELIEF VALVE, 8C 27-D6103-3 REW	FAR 27-06103-3	96020	VIR	4 6 6	B. H. MADLEY	926319
FAILURE MODE-EXTERNAL LE PRESSURE POPPET GUIDE NA CAUSED RELIEVING AT LOM I	FAILURE MOGE-EXTERNAL LEAK. UMIT REJECTED FOR FAILURE TO HOLD PRESSURE ABOVE 19 P316. THE SECONDARY CONTROLLER DOME PRESSURE FOPFET GUIDE NAS UNSCRENED FROM THE POPPET, ALLOMÍNS GAS TO LEAK PAST THE DÍAPHRAGH AND OUT THE VEHT. THIS CAUSED RELIEVING AT LOW PRESSURE.	LD PRESSURE ABOVE S NG GAS TO LEAK PAST	9 PSJG. TV	R SECONDA	\$ 8 2 19	MING VENT. THIS	
CORPECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR INCLUDED A STAXING OPERATION IN THE ASSEMBLY PROCEDUME, FOR THE SCREW, TO PREVENT RECURREN E.	E ARBEMBLY PROCEDUR	E. FOR THE	refer.	ž 2	EVENT RECURREN	
PMEUMATIC-A/B TAME PRESS	AC-96-06-3004F DIFFERENTIAL PRESSURE SMITCH	FAR 27-00130-1	1330	3	5 6	TES HYDRA ELECTRIC NO REDIO-1	į
FAILURE MODE-STRUCTURAL. ELECTRICAL RECEPTA HT DESIGN AND INFERIOR SOLDERING TECHNISUES.	FAILURE MODE-BTRUCTURAL. ELECTRICAL RECEPTACLE FOUND BROKEN FRON THE CABÉ AT THE SOLDERED JOINT. CAUSED BY POOR JOI It design and inferior soldering technisues.	FROM THE CASE AT T	HE BOLDERE	D JOINT.	5	Jor Moon ve di	
CORRECTIVE ACTION-CONFIRM CED BY PT-08150-5 PER ECP CIENCY NO COST CHANGE, ON ED NA 3 NOT RECEIVED.	ED. MEMO 7875-2/30, IN REPLY 1820 FOR E AND F OPERATIONAL MRT 26, 1884 ED/A OFFERED A F	TO MAR AG-PB-DB-698, STATED THAY THE RT-DB150-1 WILL BE RIPLA Hissiles. ECP 7400 WHS APPROVED BY AIR FORCE AS A DESIGN DEFI REBUTTAL PROTESTING AIR FORCE POSITION, AUTHORIZATION TO PROCE	TED THAT T	HE ET-DB	130-1 CE AB 10812.	WILL BE REPLA A DESIGN DEFI 1710N TO PROCE	
PMEUMATIC-A/B TANK PRESS	A-60-00-204F BOIL-OFF VALVE BUPPORT RETAINER HU	FAR NU 7-78661-7	\$\$ \$\$ \$\$ \$\$	COMPLEX 11	5 2	YES CAUMEC MO	· · · · · · · · · · · · · · · · · · ·
FAILURE MODE-CONTANIMATIO	FAILUME MODE-CONTANIMATION. THE MUT WAS REJECTED WHEN IT SECAME IMPOSSIBLE TO TURN BURSHS INSTALLATION. PAILUME CON LIDERED THE JESULT OF A HETALLIC OBJECT IN THE THREADS OF THE MUT OR THE NATINS PART.	BECAME IMPOSIBLE TO TURN D TME MAT OR TME MATING PART.	Tunn Dunis PART.	# INSTAL	8 11 8	s. Pallues con	

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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

S VENCOR NAME		8 AIREBEARCH 894005 1822-8-8-1	6 TANKING TESTS.	BE RESCHEDILLED.		MTIC PRESSURIZA		00000			
WENICLE BITE PRE DATE DIP TIME DIP OTH	W & CONTANIMATIO	11 YES	PRESSURES DURIN	ID AND DPP. HAD TO) Be 7E8	SEAT PRESSURE. HIS STOPPED AUTO LUTCHATIC.		OH 2-1 91:	1. A1200 TO £7.4 PE		
DEF DATA SOURCE VEHICLE	HAT THE PROBLEM	COMPOSITE-FRD/DPL 77 620124 27-06384-5	EXCEEDING NORMAL PBIG TO 7.0 PBIG) NOT BE COMPLETE.	344 1E3D 620117	BOLLOFF VALVE RE J TO ENERGENCY. T STONED BACK TO A		COMPOSITE-PRD/DPL 1140	OF BPECIFICATION		4
	ARE 6000, AND, 1	COMPOSITE-	ING PRESSURE MAS	LOK TANKING COULD NOT B	COUNTDOM	ME CAUSED BY LOW ISUKE SWITCHED PCI			SAURE CRIPTICE CUT		FAR
TESTARFORT NUMBER	INFORMED ETR THAT THE PARTS ARE GOOD, AND, THAT THE PROBLEM WE'S CONTAMINATION.	AA82-0074/F1-68N-01-07 BOILOFF VALVE	ERANCE. BOILGFF VALVE CRACKING PRESSURE MAS EXCEEDING NORMAL PRESSURES DURING TANKING TESTS. PPERATION. CRACKING PRESSURE VARIED FROM S.E PSIG TO 7.0 PSIG.	VEHICLE EFFECT-COUNTDOMN ABONTED AND RESCHEDULED. LOK TAINTING COULD NOT BE COMPLETED AND DAL HAD TO BE RESCHEDULED. CORRECTIVE ACTION-BOILOFF VALVE HAS REMOVED AND REPLACED. (FAR-98-04-293)	AE62-007M482-401-00-123 BOLL-OFF VALVE	FAILURE HODE-OUT OF TOLERANCE. LOW LOR TANK PRESSURE CAUSED BY LOW BOILOFF VILVE RESEAT PRESSURE. SYSTEM EFFECT-OPERATION TOO LOW. LOW LOR TANK PRESSURE SWITCHED POU TO DIERGENCY. THIS STOPPED AUTOMATIC PRESSUREZA TION CONTROL OF LOR TANK PRESSURE AFTER APPROX. S WINVIES POU NAS BRITCHED BACK TO AUTOMATIC.	N DELAYED.	ADS1-034870A8507LE-4H0-01-51-	FAILUME MODE-OUT OF SPECIFICATION. PROGRAMMED PRESSURE CRIFICE OUT OF SPECIFICATION. Styleh effect-operation too migm. At Pressure Transfer to internal, lok tank Pressurized to 27.8 Pals.	M DELATO.	A-90-08-279F
37 5 TEN 346 - 57 5 TEN	9-4	PMEUMATIC-A/B	FAILURE MODE-OUT OF TOLE STATEM EFFECT-ERRATIC OF	VEHICLE EFFECT-COUNTDOMN /	PMELMATIC-A/B TANK PRESS	FAILURE HODE-OUT OF TOLE SYSTEM EFFECT-OPERATION TION COMING. OF LOR TAIN	VEHICLE EFFECT-COUNTDOIN DELAYED.	PMEUMATIC-A/B TANK PRESS	FAILUNE HODE-OUT OF SPEC SYSTEM EFFECT-OPERATION	VEHICLE EFFECT-COUNTDOMN DELAYED.	PICUNATIC-A/B

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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AINSORME

BYSTEN	TEST/REPORT HUMBER	DIF DATA SOURCE	37.10		
9/8-375W	FAILED COMPONENT NAME	PART WOOER	SATE DIF TIME DIF	OTH VENDOR PART NO	
CORRECTIVE ACTION-WONG-LEARAGE NOT CONFIRMED.	KASE NOT CONFIRMED.				
PMEUNATIC-A/8 A- TAME PRESS FU	FAR FUEL TANK PRESSURE TRANSDUCER BEAR 27-01243-7 ING	FAR 27-01248-7	64E 00TF 1	YES BOURNS NO	1
FAILURE MODE-OUT OF TOLERAN BY MORN MIPER SUPPORT BEARIN	FAILUNE MODE-OUT OF TOLERANCE, UNIT REJECTED FOR BEING OUT OF SPECIFIED CALIBRATION LIMITS. THE PROBLEM WAS CAUSED BY MORN WIPER BUPPORT BEARINGS AS RESULT OF BOPT BEARING MATERIAL.	OF SPECIFIED CALIDAL ERIAL.	ATION LIMITS. THE P	MOBLEH MAS CAUSED	
CORNECTIVE ACTION-VENDOR NO ILUME ANALTSIS.	CORNECTIVE ACTION-VENDOR WOULD TAKE NO ACTION UNTIL PAILED TRANSDUCER WAS RECEIVED. 60/C BERAPPED THE UNIT AFTER PA LURE ANALYSIS.	TRANSDUCER WAS RECE.	1 VED. 60/C BCRAPPED	THE UNIT AFTER FA	
PNE UNATIC: A/B A- TANK PRESS HE	A-9L-C6-29EF HELI'M STAGING DISCOMECT	FAR 87-00122-3	19F LINCOLN	YES B. H. MADLEY NO	*******
FAILURE MODE-LEAR-EXTERNAL.	KIERIML. UNIT UNS REJECTED FOR LEARAGE IN MATED AND DEMITED CONDITION. LEARAGE UNS NOT CONFIRMED	H MATED AND DEMATED	CONDITION. LEAKAGE	MAS NOT CONTINNED	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-60/CINSTR URE AMALTSIS.	CORRECTIVE ACTION-60/CINSTRUCTED FIELD PERSONNEL NOT TO DIBASSEMBLE OR ADJUST FAILED ITEMS PRIOR TO RETURN POR FAIL	NSSEMBLE OR ADJUST (FAILED ITEMS PRICE	TO RETURN FOR FAIL	
PAC UNATIC-A/B A-	A-14-DA-200F Fuel Tank Pressure Relief Value	FAR 27-00104-9	17F SCHILLIN YES B. 611130 6 NO	VES B. H. HABLEY NO	09449
FAILURE MODE-OUT OF TOLERAN WED, THE VALVE MOULD NOT CRA AND RESENT PRESSURES MITHIN	' TOLERANCE. UNIT REJECTED FOR RELIEVING 07.9 PSIG AND INABILITY TO RESET TO 08.73 PSIS. AS RECEI) NOT CRACK UP TO 7g PSIG. READJUSTING TO ORIGINAL SETTINGS: TO NATCH TORGUE PAINT, BROUGHT CRACK IS WITHIN LIMITS. FAILURE HOT COUSIDERED CONFIRMED.	87.9 PSIC AND INABI ORIGINAL BETTIMES: CONTINED.	LITY TO RESET TO 88 TO MATCH TORBUE PA	.73 PSIS. AS RECEI INT. BROWNT CRACK	· · · · · · · · · · · · · · · · · · ·
CORRECTIVE ACTION-APPROPRIA	CORP.CCTIVE ACTION-APPROPRIATE ACTION TAKEN TO PREVENT READJUSTNENTS IN THE FIELD.	USTMENTS IN THE FIE	Q.		
PMELMATIC-A/8 A- TANK PRESS 81	4-99-00-290F 8746JNF DISCONECT-BEAL	FAR 27-00122-3	GIIIIP PACTORY	VEВ В. Н. MABLEY NO	09990
FAILURE MODE-LEAR-ENTERNAL.	KTERNAL, UNIT REJECTED FOR EXTERNAL JEAKAGE DURING BYBTEN CMECKOUT. LEAKAGE UNB CAUBED BY A BTIF Mebult of a catbialline byructure in the beal.	ACE OURING BYBTEM CI SCAL.	MCROUT. LEARAGE IM	4 CAUSED BY A 871F	
CORRECTIVE ACTION-60/C AND	10/C AMD VENDOR ANE WORKING TO PROBUCE A HORE ANORPHOUS REL-F PART.	HORE ANDROHOUS REL-	PART.		·

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CORRECTIVE ACTION-WIFFICE REPLANCE.

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		DIFFICULTIES REVIEW-PREUMATIC STREM-AIRBORNE	UMATIC STRTEM-AIRBOR	¥				
	3727EM 8-3727EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	311E 71ME DIP	P. 18.0	VENDOR NAME VENDOR PART NO	
	PHEUMATIC-A/B TAME PHEBS	A-80-08-288F HELIUM CHANGEOVER VALVE-HOTOR	FAR 87-08116-11	24E 6:1117	ž	2 g	ROBERTSHAW FUL. TON	
	FAILURE MODE-FAIL DURING 17750-AND, THE COMMUTATOR	FAILUNE MODE-FAIL DURING OFTRATION. UNIT REJECTED FAILURE TO OFTRATE. THE MOTOR COMMUTATOR BRUDNES MEAE ROUGH AND I ITTED-AND, THE COMMUTATOR PARTIALLTBLACKENED-THO WINDINGS OF THE ARMATURE MERE SHORTED-AND A TRIRD WINDING MASOFEM.	10 OPERATE. THE MOTO P THE ARMATURE MERE	R COMMUTA' BHORTED-AI	4 Profes	30	LE ROUTER AND P.	
_	CORRECTIVE ACTION-NOME-C	CORRECTIVE ACTION-NOME-CAUSE COULD NOT BE DETERMINED.					!	
	PHE UNATTC-A/B TANK PRESS	DA433702-68N-02-03 BOIL OFF VALVE	COMPOSITE-PRO/DPL	36	٠	¥ 6	YES AIRESEARCH NO	***
	FAILURE MODE-FAIL DURING DUE TO THE VALVE BUTTERF	DURING CPERATION. ULLAGE PRESSURE TRANSIENTS OBSERVED AFTER LOE(LNE) FINE LOAD COMPLETE. BELIEVED BUTTERELY STICKING IN THE CLOSED POSITION.	ENTS COSERVED AFTER) (B)) (B)	יות רסים	8	ETE. BELIEVED	
	SYSTEM EFFECT-ERRATIC OPERATION.	ERATION.						
	WENTCLE EFFECT-HOME.							
	CORRECTIVE ACTION-UNKNOWN.	•						
	PHE UNIT IC-A/B TAIM PRESS	A-90-08-291F LOX TANK PRESSURE RELIEF VALVE PIS 27-06103-3 TOM	FAR 8 27-06103-3	1220	FACTORY	2 0	B. H. HADLEY	1
	FAILURE MODE-STRUCTURAL. CRSIZE, CAUSÍNG AN ÎNIERP DIAPHRAGH BEAD.	FAILURE MODE-STRUCTURAL. UNIT REJECTED FOR FAILURE TO RELIEVE DURING CHECKOUT. THE PRIMARY CONTROLLER PIBTON WAS OV PRISEC, CAUSING AM INTERFERENCE FIT DETNEEN THE PIBTON AND BFRING. A PARTICLE OF GLYPTOL HAS FOUND UNDER THE PRIMARY DIAPHRAGH BEAD.	EVE DURING CHECKOUT. SPRING. A PARTICLE O	THE PRIM	IRY CONTR	20 CE CE	PISTON MAS OV	
	CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR CHECKED ALL PISTONS IN STOCK AND INCREASED THEIR INSPECTION SURVEILLANCE.	INCREASED THEIR INSP	ECT100 844	IVETLLANC	;		_ ~
	PMEUMATIC-A/B Takk PMESS	DA428/L1-4MO-01-108 ORIFICE	COMPOST TE-PRD/DPL	1000	1-1	2 6		96 21 20
	FAILURE MODE-OUT OF BPEC	OF SPECIFICATION. MISSILE LOW TANK PRESSURE RAISED ABOVE REDLINE.	RE RAISED ABOVE REDL	Ā				
	STREM EFFECT-OMERATION HELIUM, LOW PRESSURE RESILE ABOVE REDLINE.	STREM EFFECT-OPERATION TOD MIGH. LOS A/B REGULATOR PALSE SENSING PRESSURE NAS LOS DUE TO CAPICE NOT PLOMING ENOUGH MELIUM. LOM PRESSURE RESULTED IN REGULATOR BEING BELOM LOCKOUT AT TRANSPER TO SWIEMMAL WHICH RESULTED IN A LEAR FIL ABOYE REDLINE.	SCHOOL FRESSURE WAS	LOW DUE	TO CAPICE	5 P	LONING ENOUGH IN A LEAK FIL	
2	WAICLE EFFETT-COMPOSITE	VENTCLE EFFECT-CONTOBITE ABORTED AND RESCHEDULED.						

GENERAL DYNAMICS CONVAIR DIVISION

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	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRSCHME	WATIC SYSTEM-AIRSON	¥				
SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	BITE PRI	PR1 07H	VENDOR MANE VENDOR PART NO	
PHEUMATIC-A/B TANK PHESS	PRUCANINGO PRESSUR CAIFICE	FAR 88-23901-001	100C 611114	PALCI	1 8	TEB ARROWEAD	*****
FAILURE MODE-CONTANINAT CHTANINAMTS NERE DETERNI	TION-THE UNITYNAS PAILURE AMALYMED TO ISOLATE THE CONTANTMANT AND DETERMINE ITS SOUNCE. THE IMED TO BE TRACES OF COPPER, TITANIUM AND HYDROCARBOMS. THE SOUNCE COALD NOT BE DETERMINED.	O ISCLATE THE CONTAB HI AND HTDROCARBOHS.	SPART AND THE BOUNCE	DETERNIN COMED H	m Ø	SOURCE, THE C. DETERMINED.	
CORRECTIVE ACTION-ALY	WENICLES DO NOT REQUIRE THIS SYSTEM.						
PIEUNATIC-A/B TANK PIESS	UAGES BOTTLE, BTORAGE	COMPOST TE-PROVOPL	E4E 611107	ě	ă ș		
FAILURE MODE-OUT OF TOL	LERAKE. HE BOTTLE TEDP WAS LATE COMING INTO REDLINE LOMER THAN NORMAL LINE FLOW RATE.	ING INTO REDLINE LO	ER THAN NO	AML LIE	5	I RATE.	
SYSTEM EFFECT-OPERATION	M 700 LOM.						
VEHICLE EFFECT-COUNTDOWN DELAYED.	M DELATED.						
CORRECTIVE ACTION-CONTROLLER RESET	ROLLEN RESET.						
PNEUMATIC-A/B TANK PNESS	A-9F-06-284F LOX TANK PRESSURE RELIEF VALVE	FAR E7-08103-3	201110	MARKE	₽ ₽	B.H. MAGLEY	1
FAILURE HODE-OUT OF TOU TERNAL PRESSURE, THE ADJ RE NOT COMFIRMED, THE PR	REBANCE. UNIT REJECTED FOR ALLOWING TANK PRESSURE TO INCREASE TO SO PRIG AT CHANGE OVER TO IN JUSTICNT OF THE PRIMARY CONFROLLER HAD BEEN TANVERED MITH, THE TORBUE PAINT MAS EROKEN. FAILU ROBLEN MAS CAURED BY A NORMAL LOK BLUGGING OPERATION.	TAIK PRESSURE TO IIK UD BEEN TAIPERED MI UKGING OPERATION.	REASE TO S	6 Pale A	0 # 5 #	INCE OVER TO IN LEACHEN. FAILU	
CORRECTIVE ACTION-NONE- ERATIONS, 18 NOT MARNEUS.	CORRECTIVE ACTION-NOME-THE REBULT OF A BTUDY INDICATED THE EPPECTS OF PRESSURE OSCILLATIONS, BUE TO THE SLUKSINS Rations, is not mariful to the Preumatics Staten.	EPTECTO OF PRESOUN	: OBCILLATI	out, but	2	INC BLUCKING OF	
PHEUMATIC-A/B TANK PRESS	A-90-09-289F LOH TANK PRESSURE RELIEF VALVE	FAR 27-00103-3	24E	¥ 5	₹ \$	D.M.HADLEY	*****
FAILURE MODE-OUT OF TO BEAT PRESSURES NERE MIT	FAILURE MODE-OUT OF TOLERANCE. UNIT WAS REJECTED AS THE CAUSE OF A MAPCHE NO-60 ON CARD AS OF DECK 220.CRACK AND RE SEAT PRESSURES MERE WITHIN LIMITS, THOUSH CRACKING PRESSURE WASEET MEAR THE HIGH SIDE OF THE ALLOMBLE BAND.	LUBE OF A MAPCHE NO-	S ON CARD H BIDE OF	48 OF DECK RED.CRAC THE ALLCHABLE BAND.	# 7 M	PO-CRACK AND RE	
CORRECTIVE ACTION-HOME	CORRECTIVE ACTION-MOME-THE PROB' TH NAS CONSIDERED THE CAUDE OF READOUT EBUIFMENT TOLERANCE BUILDUP.	A OF READONT EAUTH	INT TOLERA	בני פתור	ģ		
						74K 918	

GENERAL DYNAMICS CONVAIR DIVISION

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300 50 51	DIFFICULTIES REVIEW-PWEUMATIC SYSTEM-AIRBORME	MATEC SYSTEN-ALROCA	*				
H31848-@ne	TEST/REPORT NAMBER FAILED CONFOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	811E TINE DIP	O TE	PRI VENDOR NAME OTH VENDOR PART NO	
PHE UMATIC-A/B TANK PRESS	A-0F-00-EEEF LOX TANK PRESSURE REGULATOR	FAR 27-00101-23	51E W	MARKEN.	Q4 43,	YES FLUIDGENICS	:
FAILURE MODE-OUT OF TOLE E THE RELIEF VALVE, AFTER AR A-9F-00-E93.	FAILURE MODE-OUT OF TOLERANCE, UNIT REJECTED FOR ALLOWING TANK PRESDURE TO INCREASE SUFFICIENTLY TO REFEATEDLY CYCL E THE RELIEF WALVE, APTER SUITCHING TO INTERNAL PRESDURE, PAILURE WAS NOT CONFIRMED, ONE SIMILAR CASES REPORTED IN F AR A-9F-03-283.	ANK PRESSORE TO INC LILUME WAS NOT CONF!	ACLAC BUPTI RICD. CHC &	CIENTLY INILAR O	TO RE	PEATEBLY CYCL REPORTED IN P	
CORRECTIVE ACTION-NOME-PAILUME NOT CONTINUED.	PAILUNE HOT CONFIRMED.						
PHEUMATIC-A/B TANK PHESS	A-98-68-E99F BOIL-OF VALVE BEAL	FAN 27-03596-5	4F E	£13	20	YEB AIRESEARCH NO	:
FAILURE MODE-OUT OF TOLERANCE. TWO 2 SECONDS TO 10-12 SECONDS, AS THE LURE AMALTSIS PERORNED BY 60/C, SAN	ULLAGE DIEGO,	AILED IN THE CLOSING MODE DURING TAN SPACE DECREASED, FOUR OTHER VALVES H SINCE THEY NEAR DEVELOPMENTAL PARTS.	KING. THE CANE THE CANE	1001 W	- W	NCREASED FROM AINER. NO FAI	
CORRECTIVE ACTION-FAILURE (CORRECTIVE ACTION-FAILURE CONSIDERED DUE TO THE DIFFLIENCE ND THE TEFLON DUCT SLEEVE. A DESIGN CHANGE NAS CONSIDERED.	IN COEFFICIENTS OF EXPANSION BETWEEN THE REL-F LIP SEAL	EXFANSION B	ETVEEN	THE RE	ר-ב רוב פבער	
PECMATIC-A/B TAME PRESS	FLOW VALVE ORFICE	FAR 27-11914-3	210110	FACTORY	758 1	LEOWARD 108-0769	99 72 80
FAILURE MODE-OUT OF TOLE TO 15 SCFH. CONTAMINATION EGNAL ZO MICRON FILTER.	FAILUME HODE-OUT OF TOLERANCE. DURING FACTOMY CHECKOUT THE CONSTANT FLOW VALVES FLOW RATE WAS 12.9 BCFHISPEC IS 13- TO 15 SCFH. CONTAMINATION WAS FOUND IN THE ORIFICE ANEA. THE METALLIC CONTAMINATION PROBABLY PROPAGATED FROM THE INT EGHAL 20 HICRON FILTER.	CONSTANT PLON JALYE E NETALLIC CONTANINA	S PLOF RATE	138 12 LY PROP	•. • 90 • 40 • 40 • 40 • 40 • 40 • 40 • 40 • 4	PRON THE INT	
CORNECTIVE ACTION-THE CL	CLEANING PROCEDURE FOR THE PILTER WAS REVISED AS DELINEATED ON VENDOR DRAWING IRROGO.	B REVISED AS DELINEA	1TD ON WING	OR DRAW	*	. 0440	
PMEUMATIC-A/B TANK PRESS	DAGIG /O1-9WD-10-24 TOPPING LINE CAECH VALVE	CORPOSI TE-FED/DPL	£4£ 611011		2 9		:
PAILURE MODE-EXTERNAL LE	LEAK. LOR TANK PRESSURE BROPPED DUE TO LEAKAGE THROUGH THE TOPPING LINE CHECK VALVE.	TO LEARAGE THROUGH 1	WE TOPPING	5	ICK VA	į	
BROP.	BROW. BROW.	TOPFING LINE CHECK	VALVE CAUDI	5 DAT 6	2	M PRESSURE TO	
WALLE EFFECT-NOW.	•						
CAPACY I ST ACTION-CHECK	with the party of				1		

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GENERAL DENANICA CONVAIR DIVISION

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TAILURE HONG-CONTRAINATION UNIT REJECTED FOR CONTAINATION OF THE POPPET. NO CORROGION WAS FOUND, HONGERE IT WAS AN APPARENTY THE RESULT OF POREIGN PARTICLES. CORRECTIVE ACTION-RECKRETOTHE HAD PREVIOUSLY MADE GUALITY CONTROL IMMOVEMENTS TO ELIMINATE CONTAINANTS CRICIMATING IN THE MEAT EXCHANGES. IN THE MEAT EXCHANGES. CAN APPARENTY THE RESULT OF POREIGN PARTICLES. CORRECTIVE ACTION-RECKRETOTHE HAD PREVIOUSLY MADE GUALITY CONTROL IMMOVEMENTS TO ELIMINATE CONTAINANTS CRICIMATING IT WAS BUILDED FOR MOT RELIEF VALVE. FALLURE HONG-COUT OF TOLERANCE. UNIT REJECTED FOR MOT RELIEF VALVE. FAR REQUIRED PRESSURE BANKE, SITE PRADOMELA TITEMPTED AND OPERATED PROCESSET. CORRECTIVE ACTION-UNKNOWN. CORRECTIVE ACTION-UNKNOWN. CORRECTIVE ACTION-UNKNOWN. FALL ME MESSURE BELOW UPPER LIMIT. FAILURE OF RESULATOR WAS NOT COMPINED. IT WAS CORRECTED FOR MOT REJECTED FOR MOT RESULATION ON TOLERANCE. UNIT REJECTED FOR MOT RESULATION WAS NOT COMPINED. IT WAS CORRECTED FOR MOT REJECTED FOR MOT RESULATION WAS NOT COMPINED. IT WAS CORRECTED FOR THE NEEDLY OF CARDS SALES AND SAT FOR MOT REJECTED FOR MOT SATELY OF THE MOT COMPINED. IT WAS CORRECTED FOR THE MOTOR OF THE	MCR VALVE-POP E7-08114-1 1000 100 100 100 100 100 100 100 100	CH MAS FOUND ON WAS FOUND SINATE CONTAN MAS LON-THE WAS NOT THE	YES B.H. MADLEY NO. IMANTS ORIGINATING YES B.H.HADLEY NO. YES B.H.HADLEY NO. KASOBEL ATEMPTED YALVE WAS ADJUSTED YALVE WAS ADJU
E-CONTANIMATION. UNIT REJECTED FOR LY THE RESULT OF FOREIGN PARTICLES. ACTION-RECRETOTHE HAD PREVIOUSLY IN EACHANGER. EACHANGER. RA-96-06-20/F LOM TANK PRESSURE REL LOM TOWN TEST, IN AS D PROFERLY. THE VALVE HAS MORNAL OF ACTION-UNKNOWN. ST-06-260F LOM TANK PRESSURE REG LOM OF SPECIFICATION ON TOLERANCE SSURE BELOW UPPER LIMIT. FAILURE OF ACTION-MOME. 97-06-264F	THE POPPET, NO CORROSIOL INFORMATION TO ELIN- TOL INFROVENENTS 117D TOL INFRANCE PRESSURE FINANCE FINAN	CH MAS FOUND FINATE CONTAN ETR WAS LON-TOE WAS NOT THE	INANTS CRICINATING INANTS CRICINATING WES B.H.HADLEY NO FASCUSEL ATEMPTED VALVE MAS ADJUSTED CAUSE OF THE PROB
CORRECTIVE ACTION-ROCKETOTHE HAD PREVIOUSLY HADE QUALITY CONTRE- IN THE HEAT EXCHANGER. PREUMATIC-A/B LOW TANK PRESSURE RELIEF VALVE ET- TANK PRESS LOW TANK PRESSURE RELIEF VALVE ET- ADJUSTMENT WITHOUT SUCCESS. DURING TEST, IN AS RECEIVED CONDITION AND OPERATED PROPERLY. THE VALVE HAS NORMAL ON DISASSEMBLY. JT LEM. CORRECTIVE ACTION-UNKNOWN. FAILURE HODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F WULATING PRESSURE BELOW UPPER LIMIT. FAILURE OF REGULATOR BY- WULATING PRESSURE BELOW UPPER LIMIT. FAILURE OF REGULATOR WAS NO WAS TOO HIGH AT THE BEGINNING OF CARD SO. CORRECTIVE ACTION-NOME. PREUMATIC-A/B PREMIME PRESSURE PREVIOURE.	IGL IMPROVEMENTS TO ELIN 117D -06103-3 61052 11M, CRACKING PRESSURE FILM, CRACKING PRESSURE FALVE 118 CONCLUDED THE VALVE 18 43E -06161-17 61052	ETA ETA ANGE, SITE P WAS LON-THE WAS NOT THE	INANTS CRICINATING VES B.H.HADLEY NO FRACOMEL ATTEMPTED VALVE WAS ADJUSTED CAUSE OF THE PROB
TANK PRESS LOX TANK PRESSURE RELIEF VALVE ETA TANK PRESSURE RELIEF VALVE ETA FAILURE MODE-OUT OF TOLERANCE. UNIT REJECTED FOR NOT RELIEVING ADJUSTMENT WITHOUT SUCCESS. DURING TEST, IN AS RECEIVED CONDIT LEN CORRECTIVE ACTION-LOKNOWN. PREUMATIC-A/B FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. FAILURE MODE-OUT OF SPECIFICATI	-De103-3 610526 -De103-3 610526 - IN REQUIRED PRESSURE FIGH. CRACKING PRESSURE FIGH. CACCINGED THE VALVE	MANGE. SITE PARSE LON-TOE	MO FRACMOREL ATTEMPTED VALVE NAS ADJUSTED CAUSE OF THE PRICES MO B.H. HADLEY
FAILURE MODE-OUT OF TOLERANCE, UNIT REJECTED FOR NOT RELIEVING ADJUSTMENT WITHOUT SUCCESS. DURING TEST, IN AS RECEIVED CONDIT LEM. CORRECTIVE ACTION-LOKNOWN. PREUMATIC-A/B TANK PRESSURE DELOW UPPER LIMIT, FAILURE OF REGULATOR FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F GULATING PRESSURE BELOW UPPER LIMIT, FAILURE OF REGULATOR WAS NO UNA TOO HIGH AT THE BEGINNING OF CAND SO. CORRECTIVE ACTION-NOWE. PAGEOMATIC-A/B PRESSURE BELOW UPPER LIMIT, FAILURE OF REGULATOR WAS NO UNAS TOO HIGH AT THE BEGINNING OF CAND SO.	IN REQUIRED PRESSURE IN THE CONCLUDED THE VALVE	MARS LON-TOE MAS NOT THE MAPS	FABOUREL ATTEMPTED VALVE WAS ADJUSTED CAUSE OF THE PROB
CORRECTIVE ACTION-LUKNOWN. PREUMATIC-A/B PF-08-280F TANK PRESS LOX TANK PRESSURE REGULATOR PRILURE MODE-OUT OF SPECIFICATION ON TOLENAME. UNIT REJECTED F GULATING PRESSURE BELOW UPPER LIMIT. FAILURE OF REGULATOR WAS ME MAS TOO MIGH AT THE BEGINNING OF CAND SO. CORRECTIVE ACTION-MOME. PREUMATIC-A/B PF-08-284F	10101-17	MAF B	1
PRE-UNATIC-A/B LCM TANK PRESSURE REGULATOR PAILURE MODE-OUT OF SPECIFICATION ON TOLEDANCE. UNIT REJECTED F SOULATING PRESSURE BELOW UPPER LIMIT. FAILURE OF REGULATOR WAS NO UNAS TOO HIGH AT THE BEGINNING OF CAND 50. CORRECTIVE ACTION-MOME. PAILURE MODE-A/B PAILURE NOT CAND 50.	00101-17	WAF B	1
FAILURE MODE-OUT OF SPECIFICATION ON TOLERANCE. UNIT REJECTED F SWLATING PRESSURE BELOM UPPER LIMIT. FAILURE OF REGULATOR WAS NO UNA TOO HIGH AT THE BEGINNING OF CAND 50. CORRECTIVE ACTION-NOWE.			₽
ACTION-MONE. 9F-08-E84F	FOR A MARCHE NO-GO FOR IOT CONFIRMED, IT WAS CO	CAROS SO, SO MCLUDED THAT	AND 60 FOR NOT RE- LOK TANK PRESSURE
96-08-646			
BENBING LINE SHUTOFF VALVE	FAR 610927	2	YES CHEMPIN
FAILIME MODE-LEAK-EXTERMAL, UNIT REJECTED FOR ELIERMAL LEAKAGE WHEN THE GROUND HALF WAS CONNECTED, LEAKAGE WAS THE Arbult of the Yalve deing abbendled backwards which would not permit pressure to reach the reculator.	ERHIT PRESSURE TO REACH	NS CONECTED THE REGULATO	OR.
CORRECTIVE ACTION-ALL UNITS IN STOCK, INSTALLED, AND AT OPPSITE SABES WERE CHECKED. WINDON IS USING A TEST PINTUNE To overcome this problem.	E DABES WERE CHECKED. V	TWDON 18 UBIO	NA A TEST PINTURE

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STSTEM SUG-STSTEM	TESTAREMONT NUMBER FAILED COMPONENT NAME.	DIF DATA SOUNCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F	9 0 2 2 2 2	PRI VENDOR NAME OTH PENDOR PAPT NO	
PMEUMATIC-A/B TANK PRESS	A-9F-08-E73F HILIUM CHANGEOVER VALVE-GEARB	FAR 27-00116-11	9F 4101.7	KAREK	2 Q	TES ROBERTSHAN FUL.	•
FAILURE MODE-STRUCTUR T THE O-RIMG MAS PINCY SPOT,	FAILURE MODE-STRUCTURAL, UNIT REJECTED FOR OPERATING ERRATICALLY AND SLOALY, THEN COMPLETE FAILURE, UPON DISASSEMBI Y THE O-RIMG MAS PINCHED BETWEEN THE REL-F SEAT AND THE METAL PORTION OF THE PORT-THE GEAR TRAIN MAS BINDING IN OME SPOT,	TICALLY AND SLONLY, TAL PORTION OF THE P	THEN COMPLE	TE FAILU IR TRAID		UPON DISASSEMEL BINDING IN ONE	
CORRECTIVE ACTION-VEN	-VENDOR PURSONNEL WERE MADE AMARE OF PROBLEM AND INSTRUCTED TO USE EXTREME CARE DURING ASSEMBLY. T PORATING A PLANETARY GEAR TRAIN WAS AUTHORIZED FOR THE BLY PROGRAM.	BLEM AND INSTRUCTED ORIZED FOR THE BLY F	TO USE EXT	HONE CARE	PLE 18	6 ABBENGLY. T	
PIEUMATIC-K/B TAIK PRESS	A-98-08-249F LIN PRESSURIZATION DUCT	FAR 7-73819-615	610925	2	5 5 2	3/ %	****
FAILURE HODE-CONTANIMATION-CORROSION V ETR DESIGN. CORROSION WAS RESULT OF		CONCENTRATION AT THE BEND RADIUS WAS NOTED. THE DUCT WAS APPRON THIS AREA BEING MISSED DURING THE CLEANING PORTION OF MPAGI-11.	ED. THE DUC HE PORTION	T MAS AP	•#OVED	FGR P.1941 B	
CORRECTIVE ACTION-CO	CORRECTIVE ACTION-COGNIZANT PERSONNEL NERE ALERTED TO PROBLEM.	BLD4.					
PAEUMATIC-A/B TANK PAESS	A-9F-138-237F HELIUM CHUNGEONER VALVE BEAL	FAR E7-08116-11	610913	e L	NO AGE VES TON 1094	ACBERTANAN FUL. TON 1098-ETGG1	81218
FAILURE MODE-LEAK-INTERVAL. UNIT ED. HOMEVER, IT HAS CONCLUDED THAT D HAD BEEN BUDSEGUENTLY DISPLACED.	FAILURE MODE-LEAK-INTERFUAL, UNIT REJECTED FOR INTERNAL LEAKAGE IN THE CLORED POSITION. LEAKAGE, ED. MONEVER, IT THIS CONCLUDED THAT PARTICLE OF CONTANTMINT MAY MAYE ADMERED TO THE POPMET BEAL. D MAD BEEN BUDSEQUENTLY DISMLACED.	JAFAGE IN THE CLONED TO WAY HAVE ADHERED TO	POSITION. U	EAKAES O	OALD NA	COULD NOT BE COFTEN CAUSING THE LEAR, AN	
CORRECTIVE ACTION-NOME.	Ŷ.						
PMEUMATIC-A/B TANK PRESS	A-68-08-298F HELIUM CHANGEOWER VALWE	FAR E7-08118-11	16	3 7C.	55	ROBERTHIAN FUL. TON	
PAILUNE MODE-ERRATIC R. THE TWO TEPLON THRE IMADEBUATE VOLTAGE.	FAILUME MODE-EARATIC OPERATION-UNIT REJECTED FOR EARATIC OPERATION. REPORTED PROBLEM COULD NOT BE CONFIRMED. MOMENT As the tag terion thaust rings here missing. It has concluded the reported problem was the result of application of Imadesuate voltage.	OPERATION. REPORTED DED THE REPORTED PRO	PROBLEM COL	ALB NOT B	8	IRMED. HOMEVE PLICATION OF	
CORRECTIVE ACTION-VEN	-VENDON WIS RESUESTED TO TIGHTEN UP HIS SUILITY CONTROL TO PREVENT RECURRENCE OF THE MISSING THRUS	OUALITY CONTROL TO I	REVENT REC	ARENCE O	Ĭ	NIGSTHS THRUS	
						PA66 0167	ר

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DIFFICULTIES REVIEW-PHEUMATIC STSTEM-AIRBORNE

SYSTEM SG-SYSTEM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	\$17E TIME DIF	PRI	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	A-86-08-277F HELUIM CHANGEOVER VALVE MOTOR	FAR 27-08111-11	1,6001	STCANORE TES	7E 8 ROS	ROBERTSHAN FUL. TON	
FAILURE MODE-CONTANINATE T CORROGED AND MERE DAMP.	INATION-UNIT REJECTED FOR BLOW AND ERRATIC OPERATION BECAUSE ALL MOTOR AREAS AND PARTS MERE BADL. Damp.	IC OPERATION SECAUS	1 ALL MOTO	R ARCAB A	9	18 MERE BADL	
CORRECTIVE ACTION-PROBLE ORNALLY THIS VEHICLE NOUL	CORECTIVE ACTION-PROBLEM IS PECULIAR TO SYCAMORE, WHERE WATER IS SPRATED ON THRUST BECTION AFTER A STATIC FIRING-H ANALLY THIS VEHICLE WOULD BE IN FLIGHT. THESE CONDITIONS ARE BETOND JESICH REQUIREMENTS. THIS INCIDENT OCCURRED AFT	TER IS SPRATED ON IN E BETOND JESICH REGI	ARUST BECT JIRENEHTS.	ION AFTER THIS INC	A 87A 1	IIC FIRING-H XCCURRED AFY	
PAELMATIC-A/B TANK PRESS	4-9H-DB-266F FUEL TANK PRESSURE REGULATOR	FAR 27-80400-813	50E 610907	SCHILLEN YES STRATOS	7ES 874	14 708	04.04.00
FAILURE MODE-OUT OF TOLE 8 NOT CONFIRMED.	TOLERANCE. UNIT REJECTED FOR A LOW TANK PRESSURE NO-GC ON CARDS 19 AND 22. REGULJOR FAILURE NA	MEDUNE NO-66 ON O	A 81 60%	5 5 5 7	3 2 2	FAILURE IN	
CORRECTIVE ACTION-E SERI	MERIES MARKHE PROCEDURES REVISED TO CHECK TRANSDUCER 48 BEFORE REMOVING THE REGULTOR.	CK TRANSDUCER 46 BEI	TORE REHOW	INC THE R	EGIALTO	Ŕ	
PNEUMATIC-A/B TANK PRESS	DP-90-08-266F FUEL TANK PRESSURE RELIEF VALVE	FAN 27-00104-3	1050 610901	E	22	B.H.MADLEY	***
FAILURE MODE-LEAK-EXTERN	XTERNAL-UNIT REJECTED FOR ERTERNAL LEARAGE. LEARAGE MRB WITHIN BPECIFICATION LINITS.	E. LEAKAGE IKIB WITH	IIN BPECIF	ICATION L	PM112.		
CORRECTIVE ACTION-NOW.							
Prevantic-A/B Talk Press	AC-61-0086/32-501-41-05 LOK TANK PRESSURE REGULATOR	CAPTLVE	929019 35	*	5 Q		888343
FAILURE MODE-ERRAISC OPERATION LOK TANK PRESSURE 8 MEPE PRESENT DURING AIRBORNE PREUMATIC CONTROL.	FAILURE MODE-ERRATIC OPERATION LOK TANK PREBBURE OBCILLATIOND, TYPICAL OF PREVIOUS TEST EMPLOTING F AND 6 REGULATOR I MERE PRESENT DURING AIRBORNE PREJMATIC CONTROL.	4, TYPICAL OF PREVI	1837 EWO	EMPLOY 1 MG	9 4 6	C REGULATOR	
BYSTEM EFFECT-ERRATEC OPERATION OSCILLATION SP TO INTERNAL CONTROL THROUSM ENGINE START.	BTBIEM EFFECT-ERRATIC OPERATION OBCILLATIONS OF 8.8 CPS IN LOX REMULATOR DISCHARGE PRESSURE FAON S SECONDS AFTER ST P to internal control theolow enging start.	JOZ NEGALATOR DIBCMA	45 MES	ME FAOR	8 CO	DB A77ER 87	
MENTELE EFFECT-NOME-				-			
CORRECTIVE ACTION-NOME,							

GENERAL DIMANICS CONVAIR DIVISION

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9941 WAY 61	DIFFICULTIES REVIEW-PREMATIC SYSTEM-AIRSORME	MATIC SYSTEM-AIRBO	Ä				
87.87EH 84.6-373TEH	TEST/REPORT HUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VENICLE DATE DIP	817E	2 5 2 2	PRI VENDOR HANE OTH VENDOR PART NO	
PHEUMATIC-A/B TAPR PRESS	A-PF-08-E81F FUEL TAME PRESSURE RESULATOR	FAR 27-06102-19	99E 610 6E 4	# 7.8	2 9	YES FLUIDGENICS NO	•• 173£
FAILURE MODE-OUT OF BPP URE TO DROP TOO LOW, FAI OF MORNAL EXTERNAL BLEES E MO-60 ON CARD 17.	SPECIFICATION OR TOLERANCE, UNIT REJECTED FOR A MAPCHE NO-60 ON CARDIT, FOR ALLOWING TANK PRESS. FAILURE OF RESULATOR WAS NOT COMFIRMED. IT WAS CONCLUDED THE TANK PRESSURE DROP NAS THE RESULT LEEDING FION THE RESULATOR, AND PROSABLY OCCURRED WHILE DETERMINING THE CAUSE OF THE RELIEF VALY	TD FOR A MARCHE NO. 1 1 MAS CONCLUDED "	-60 ON CARD INE TANK PR	ESSURE DI	359	THE TAME PRESS AS THE RESULT HE RELIEF VALV	
PHEUMATIC-A/B TAHK PRESS	34-50-08-23E BOIL-OFF VALVE CONTROLLER POPPET W UT	COMPOSI TE-FRE/DPL. E7-80750-837	1060	a Ex	46 60/c	5/95	8
FAILURE MOE-OUT OF TO TTOM OF THE CONTROLLER (R THE LACK OF SPECIFIED	FAILURE MODE-OUT OF TOLERANCE, UNIT REJECTED FOR FAILURE TO OPEN DURING A DPL, ANALYBIB REVEALED THE MUT, ON THE BOT TION OF THE CONTROLLER POPPET, HAD BACKED OFF AND HAS FOUND IN THE CAVITY OF THE RT-81447-603 BODY. THIS OCCURNED FOR THE LACK OF SPECIFIED LOCKING ADMESTIVE ON THE BENEW THREADS.	OPEN DURING A DPL. IN THE CAVITY OF TI	. ANALYBIB .	PEYEALED -609 BODY	¥.	MUT, ON THE BO	
CORRECTIVE ACTION-60/C	CORRECTIVE ACTION-60/C INSPECTION AND ASSEMBLY PERSONNEL ALERTED TO PROBLEM. A DRAWING CHANGE WAS IMDE REQUIRING ECHANICAL LOCK FOR THE MAIT, TO REDUCE HUMAN ERROR.	LEATED TO PROBLEM.	A DRAWING C	HANGE VA	3	E REGUIRING A	
PMCUMATIC-A/B TANK PREBB	A-90-08-25/C HELIUM CHANGEOVER VALVE GEAR	FAR 27-08110-11	23E 610622	ETA	5 Q	ROBERT BHAN FUL. TON	88.
PAILUNE MODE-FAIL TO GO	FAILUNG MODE-FAIL TO OPERATE AT PRESCRIBED TIME, UNIT REJECTED FOR FAILURE TO OPERATE BURING A SYSTEM YEST.	TED FOR FAILURE TO	OPERATE BU	4 4	Ē	:	
CORRECTIVE , CTION-VEND	Corrective . Ction-vendor redesioned the valve to incorporate a planevary blan valve will be	IE A PLANGTARY GEAR	TAIN. VAL	אַ	2	DE IDENTIFIED AS A-	
PMEUNATIC-A/B TANK PMESS	84-90-06-E73F Boil-OFF VALVE CONTROLLER	FAR 87-31448-618	1040	5	1 8	> ,	•
FAILURE MODE-"AIL TO OF	OPERATE AT PRESCRIBED TIME, UNIT REJECTED AS SUBPECTED CAUSE FOR A BOIL-OFF VALVE FAILING TO O FAILURE OF CONTROLLER NOT CONFIRMED.	TED AS SUBPECTED C	AUSE FOR A	1001-04	KALW	E PAILING TO O	
CONNECTIVE ACTION-NO CC	CORRECTIVE ACTION TAKEN.						
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318-518 31 6 -31816#	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNDER	VEHICLE DATE DIF	11 ME D17	OTH	VEHICLE BITE PRI VENDOR NAME DATE BIP TIME BIP OTH VENDOR PAST NO	
PMEUMATIC-A/B Teur Press	A-BK-00-233F FUEL TANK PRESSURE RELIEF VALUE	FAR 27-06104-9	20E 4106E1	7.27	85	B.M. MADLEY	
FAILURE MODE-FAIL DURING THE UNIT EMIBITED NO AB	FAILURE MODE-FAIL DURING OPERATION-UNIT REJECTED AS A SURPECTED CAUSE OF EXCESSIVE FUEL TANK PRESSURE DURING A DPL. The unit exhibited no abnormalities, see Par Ba-36-284F AND A-84-06-270F AS OTHER POSSIBILITIES.	ICTED CAUBE OF EXCES 3 A-BK-D6-ETOF AS OT	SIVE FUEL HEA "OBSIE	7ANK PR		DURING A OP.	
CONTECTIVE ACTION-UNKNOWN.	ť						_
PICURATIC-A/B TAIK PICSS	01579/11-4NO-02-100 BOLL OFF VALVE	COMPOSI 1E-PRB/BPL	1060 610621	Ξ	ř.S		***
FAILURE MODE-FAIL TO OPE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE BOLLOFF VALVE PAILED TO OPEN AT COMMIT BIOP.	TE VALVE PATLED TO C	PEN AT CO	M1 810	.•		
BYSTEN EFFECT-OPERATION	DOES NOT START.						
VEHICLE EFFECT-NOVE.							
CORRECTIVE ACTION-THE BO	IOLICIT VALVE WAS REPLACED.						
PMECHATIC-A/B TANY PRESS	A-9K-08-254F LOX TAN PRESSURE REGULATOR	FAR 27-06101-33	20£	FATB	164	TES FLUIDEDMICS	• • • • • • • • • • • • • • • • • • •
FAILURE MODE-FAIL DURING A DFL. UNIT EIMIBITED NO	FAILURE MODE-FAIL DURING OPERATION-UNIT REJECTED AS 17 MBS A SUSPECTED CAUSE OF EXCESSIVE FUEL A DOL. UNIT EXMIBITED NO ABHORNALITES. SEE FAR A-OR-DS-253F AND -270F FOR OTHER POSSIBILITIES.	A BUSPECTED CAUSE OF	F EXCESSIVE FUEL A POBSIBILITIES.		¥	TANE PRESSURE DURING	
CORRECTIVE ACTION-REGULATOR RENOWED, OTHER	ATOR RENOVED, OTHER ACTIONS UNKNOWN.						
PACUATIC-A/B TAM PRESS	A-SK-00-2707 FUEL TAME PRESSURE REGULATOR	FAR E7-06102-E3	20E	FAIRCHI	F 8	FAIRCHIL YES PLUIDSENICS	•
PAILURE HODE - OUT OF TO PREUMATICS INTERNAL. A R	CLEXANCE. UNIT REJECTED FOR ALLOWING TANK PRESSURE TO INCREASE TO 70 PRIG AFTER SUITCHING TO RESULATOR FAILURE COALD NOT BECOW IRNED.	6 TANK PRESSURE TO I	NCREAKE TO	5 6 78	Ę	A BAITCHING TO	
CORRECTIVE ACTION-FAIRCH	CORRECTIVE ACTION-FAIRCHILD APP PERBONNEL NOTIFIED OF THE RESULTS AND OF THE OTHER POSSIBLE SOURCES OF THE PROSLEM.	RESULTS AND OF THE C	THER POSE	MOR 3782	9	F THE PROBLEM.	
						PARE DISC	<u>-</u> -
- uı	MEGLEATOR FAILURE COLD NOT BECOMFILED AND PERCOMFILED OF THE STATE OF	MED.	100 LOS	•			DURCE OF THE PROBLEM.

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	DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-ALABORNE	UNLATIC SYSTEM-ATROCK	y				
3737EM 348-3737EM	TESTABLEPORT MUMBER PAILED COMPONENT NAME	DIF DATA SOURCE PART MUSER	VEHICLE DATE DIP	817E TINE DIF	. E	DATE DIF TIME DIF OTH VEHOOR PART NO	
PHEUMATIC-A/8 TAIM PRE33	A-SK-08-E89F LOH TAIR, PYERSURE RESULATOR	FAR 27-06101-33	14E 610617	ACMTLL 18	ž š	SCHILLIN YES PLUIDSCHICS	
FAILURE MODE - OUT OF FIRMED.	OF TOLERANCE. WAIT REJECTED FOR RELIEVING AT 23 PRIG AND RESEATING AT 14.4 PSIG. FAILURE NOT CON	NG AT ES PASG AND RE	9 EATING AT	::	<u>:</u>	IILURE NOT CON	
CORRECTIVE ACTION-LARINGAN	נכיפו						
PMEUNATIC-A/B TANK PRESS	80-00-234 CHCR VALVE 3EAL	FAR E7-00114-1	36 810814	SYC.	Š	YES D.H. HABLEY	
FAILURE MODE-LEAK-UNIT REJECTED FOR DS. A3 A RESULT DANLE PIECES OF SEAL RT DEPOI.	ALT REJECTED FOR INTERNAL LEAKAGE. EXANTMATION REVEALED. Le pieces of seal had Broken amay. This valve was one of		T THE BEAL MT NEWCHKE	MAD BEET	3 3	THAT THE BEAL HAD BEEN INSTALLED BACKHAR EIGHT RENCHKED BY THE GO/C PRODUCT BUPPO	
CORRECTIVE ACTION-ALL	LL VALVES RENCHED BY THE PRODUCT SUPPORT CENTER HERE ASINSPECTED AND RETESTED. THE PROCEDURES W	RT CENTER WERE NSIMI	PECTED AND	RETESTE		PROCEDURES W	
PEGANTIC-A/B TANK PRESS	9H-D8-262F FUEL TANK PRESSURE REGULATOR DIAPH 27-08102-15 RACH	FAR H 27-08102-19	33E 61061E	PORBES	£ 3	YES B.H. MADLEY	18446
FAILURE MODE-OUT OF TOL.	TOLERANCE. UNIT REJECTED FOR ALLOMING PUEL TANK PRESSURE TO RISE ENCESSIVELY HISM WITH BOOD PSI ED.	PLEL TAIR PRESSURE 1	O RISE EX	COOI WELT	3	WITH 8000 PB:	
CORRECTIVE ACTION-ALL ATOR.	COMECTIVE ACTION-ALL BITES MESE ADVISED TO REPLACE REGULATORS WICH I'S IMADVERTENTLY INTRODUCED INTO THE REGUL Tor.	TORE MACINITY IS IN	MOVER TENTI.	T INTROD	9	INTO THE REGLE	
PHEUMATIC-A/B TANK PRESS	PH-08-201F PHE PHEBBURE RELIEF WALVE	FAR E7-06102- 5	31C 01001E	FORBES	76.6	YES B.H. MADLEY YES	68 72 70
FAILURE MODE-OUT OF TO	FAILURE MODE-OUT OF TOLERANCE. UNIT REJECTED AS A BUNPECT IN ALLOWING THE PUEL TANK PRESSURE TO RISE ENCESSIVELY MI Ga. Failure mot compirate. Bee Par Bai-da-ebep for Other Poblibility.	IN ALLOWING THE PUEL BIBILITY.	TAIR PRES	or Janes	ä	ENCESSIVELY MI	
CORRECTIVE ACTION-NOME.							
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	DIFFICULTIES REVIEW-PREWATIC SYSTEM-AIRBORNE	MATIC SYLIEN-AIRBOR	¥				
8787EN 848-8781EN	TESTARFORT MUMBER FAILED CONFOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 15NE DIF	# 5 6	SITE PRI VENDOR HANG	c
PACUATIC-A/B TAIK PRESS	A-BH-UB-E78F MELIUM CHANGEOVER VALVE-BEAL	FAR 27-00110-11	30E 010011	Forbes	ž š	ROBERTOWAN FUL. TOR	ï
FAILURE MODE-STRUCTURAL. AT. AT THE OUTLET PORT, M	FAILURE MODE-BIRUCTURAL. UNIT REJECTED FOR THRONTHS THE STRICK HITO ENERGENCY DURING A TEST PROCEDURE. THE REL-F SE AL. AT THE OUTLET PORT, WAS GOUSED AND THE O-RIMS WAS PINCHED UNDER THE REL-F BEAT.	DTEN INTO ENERGENCY ID UNDER THE KEL-F B	DURING A 1 EAT.	EST PROC		. 11€ s£16 s€	
CORRECTIVE ACTION-VENDOR	R PERSONNEL ARE AWARE OF THE ABBENGALY PROBLEM, AND EXTREME CARE WILL BE EXCENCIBED IN THE FU	.Y PROBLEM, AND CATR	ENE CARE N	ור פנ נ	KCK	19ED IN THE FU	
PMEUNATIC-A/B TAME PRESS	98-04-243 DIFFERUIAL PRESSURE TRANSDUCER	FAR 27-00100-1	90VC19	CTR	ž 0	CRESCENT CHAR. BS-3001	****
FAILURE MOSE-OUT OF TOLE	TOLERANCE, UNIT REJECTED FOR LOW CUTPUT, FAILURE NOT CONFIRMED.	I. FAILURE NOT CONT	e E				
PAEUMATIC-A/B TANK PRESS	SF-00-E63F LOX TAIK PRESBURE RELIEF VALVE	FAR 27-08103-3	51E \$10805	6.3	ភូទ	YES B.H.HADLEY	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-OUT OF TOLE 16 INSTEAD OF EB PSIG. BI THE REPORTED FAILURE.	F FOLERANCE. UNIT REJECTED FOR BEING THE CAUSE OF A NO-GO ON CARD ST. THE VALVE RELEIVED AT 18 PS 16. BITE PERBONNEL ATTEMPTED TO ADJUST THE VALVE. IT WAS CONCLUDED THE VALVE WAS NOT THE CAUSE OF 16.	CAUSE OF A NO-GO ON R. VALVE, 17 MAR CON	CARD 37.	THE VALVE IN	유 호 전 3	EIVED AT 10 PS T THE CAUSE OF	
CORRECTIVE ACTION-INBTRU	MATRUCTIONS MERE ISSUED CONCERNING ADJUSTNENT OF RELIEF VALVES. MAPCHE INSTRUCTIONS MERE ALTERED	DIMENT OF RELIEF VAL	WES. MAPC	E INSTAU	21.0	6 NERE ALTERED	
PAEUMATIC-A/B TANK PRESS	A-84-06-280F HELIUM BUPPLY LINE CHECK VALVE-8EA 27-06114-1 L	FAR 1 27-06114-1	%£ 61.0803	TCANORE	53	SYCAMORE YES B.M. MADLEY	137
FAILURE MODE-INTERNAL LE MERCOCA SINTERING OF INC	FAILUME MODE-INTERMAL LEAK. UNIT REJECTED FOR INTERNAL LEAKAGE. THE TEFLOM BEAL WAS FOUND TO CONTAIN VOIDE DUE TO PROPER SINTERING OF THE TEFLOM PELLETS INTO A CONTINUOUS MAID.	LAGE. THE TETLON BEALING.	- Ma 704	5 5 0	yatn	Wolds bug to 1	
CCRRECTIVE ACTION-HOME-E	HONE-THIS IS THE CHLY SUCH CAUSE OF LEARANG ON RECOND.	NE ON RECORD.					

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	DIFFICULTIES REVIEW-PREUMATIC STRIEN-AIRBORNE	UMATIC STREM-AIRBON	¥				
8781EN 840-8731EN	TEST/REPORT MUSER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE OFF	817E TENE DEF	I M	VENDOR HANG VENDOR PART NO	, ,
PHEUMATIC-A/D TAME PRESS	9F-00-237F FUEL TAM REGULATOR	FAR E7-0810E-7	32E 61000E	2	₽ ₽	D.H. HABLEY	
FAILURE MODE-OUT OF A D SERIES RESULATOR	FAILUME MODE-OUT OF TOLERANCE. UNIT REJECTED FOR A MAYCHE WO-GO DURING LEAKAGE-FILL CHECK. NO FAILUME-THIS UNIT IS A D SERIES RESULATOR AND FUNCTIONED PROPERLY UNDER D PAESSUMES. E SERIES REGUIRES HIGHER PRESSUME RANGES.	WO-60 DURING LEAKAG RES. E SERIES REGUIS	-FILL CHECK	I. NO FA	ILURE RANG	-THIS WHIT IS	
CORRECTIVE ACTION-MAPS	TS INSPECTION PERSONNEL NOTIFIED AND ALL E SERIES VEHICLES UNDER 60/C CONTROL NERE CHECKED.	LL E SERIES VENICLEI	WOER GOV	: CONTRO	3	E OFFICED.	
PREUMATIC-A/B TANK PRESS	AB-81-D014/14-610-44 LOX TAME REGLEATOR	CAPTIVE	1-46	7	ភ្នំខ្		***************************************
FAILURE MODE-ERRATIC	FAILURE MODE-ERRATIC OPERATION UNSTABLE PRESSURE						
BYBIEM EFFECT-ERRATIC	C OPERATION LOK TANK PRESSURE CYCLING PRESENT DURING FIRST 24 SECONDS OF TEST.	PRESENT DUALNE FIRST	24 SECOND	9 16			
VEHICLE EFFECT-POSSI	WEMICLE EFFECT-POSSIBLE COUNTIDOM CONFOSITE ABORTED AND REACHEDILED. LOX TANK PRESSURE OUT OF PRESSURE BAND.	LOEDULED. LOX TANK	PRESSURE CI	8 5	ESSUR	E BAID.	
CORRECTIVE ACTION-NOM	Ţ.						
PHEUMATIC-A/B TANK PRESS	AD61-0261/DA566 BOLL-OFF VALVE	CONFOST TE-FRB/DFL	11E 610731	97 6 -C	20		684589
FAILURE MOSS-OUT OF	FAILURE MODE-OUT OF TOLERANCE, FAILURE OF BOIL-OFF VALVE TO RESEAT AT PROPER VALUE.	O RESEAT AT PROPER 1	ALUE.				
STSTEN EFFECT-OPERAT	STSTEM EFFECT-OPERATION TOO LOM. LOK TANK PRESSURE DROPPED TO 1.0 PSIG AFTER LOW LOAD COMPLETE.	TO 1.0 PRIE AFTER I	של נפעם כמ	PLETE.			
VEHICLE EFFECT-COMOSI	OIT DELATE.						
CORRECTIVE ACTION-BOIL	HL-OFF VALVE REPLACED.						
PIEUMATIC-A/B TAIR PRESS	AB-61-0013/14-600-1K LOX TANK REGULATOR	CAPT: VE	174019	9-14	7.C		098940
FAILURE HODE-ERRATIC	OPERATION UNSTABLE PERFORMANCE						
SYSTEM EFFECT-ERRATIC OPERATION PRESSURE STABLLIZED AT 24 POSE R PRESSURF SAND.	C OPERATION LOX TANK PRESSURE FLUCTUATED BETWEEN RE.S AND 25.0 PSIG DURING THE FIRST S SECONDS. AT 24 PSIG BY 35 SECONDS. WHICLE EPPECT - COUNTDOWN CONFOSITE ABORTED AND RESCHEDULED. LOX TAN SURF SAND.	ED BETWEEN ER.8 AND ES.O	25.0 P816 1	Pale DURING TABOR	7 3 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3 3	THE FIRST & SECONDS. RESORDILED. LOX TAN	
AENICIE EPPECT - COU	WENICLE EPFECT - COUNTDOM COMPOSITE ASCRIED AND RESCHEDULED. LOX TANK PRESSUREOUT OF PRESSURE SAND.	CD. LOX TANK PRESSU	COUT OF PAR	· Junes	ě		
CORRECTIVE ACTION-THE	E P AID & REDULATOR WILL BE REPLACED. IN KIND.	IN 5.100.					

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	VENDOR NAME	ROBERTOWAY P.UL. TON	חובו המוז. זות	D.H. MADLEY	CONCINCED LEAK		PLUIDEENICO	DCILLATING BETW D THAT THE DCCT NACEMENT RESULA MITH THE UNDERS	VES PEACOCK NO	OPEN VALVE MIT	
	BITE PRI	FA78 TC8	PRON 146 90	FOAFB NO	AMED: 17 WA		\$ £	IND 1-4 FOR CAS DETECHINE A REF	MARKE YES	77gm271M	
	VEHICLE DATE DIF	135	E KEL-P MEAT B EACH UNIT.	610721	HOT BE COM		61010	FRUES ON BYZ MODELEN 17 V 14 HOHEN REGULA DOTHEN REGULA	01/010	1 REBULT OF 1	
MOIRIAN	EUMATIC SYSTEM-SIRBI DIF DATA SOURCE PART NUMBER	FAR 87-06116-11	INTERML LEARAGE. SEVERE LEARAGE WAS NOTED FROM THE OUTLET FORT. THE ADMEND TO THE PORT BENEATH THE KEL-F BEAT. CARE IN ASSEMBLING AND TESTING EACH UNIT.	FAR 27-08103-3	ARAGE, WICH COULD		FAR E7-06101	ILE PEAFORNING TEST ED TO CONTRH THE 7 7E RATHER THAN E 3. BTRENT NAT CAUSE AN	FAR 27-06108-1	BECR BEAL TORN AS A	
CONVAIR BIVISION	DIFFICULTIES REVIEW-PREUMATIC STSTEM-SIRBORNE TEST/REPORT WUNDER FAILED COMPOSENT NAME PART NUMBER DIFFICULTIES REVIEW-PREUMATIC STSTEM-SIRBORNE	A-BK-08-250F HELIUM CHAMGEOVER VALVE BEAL		BH-DB-E38 LOK TANK PRESSURE RELIEF VALVE	FAILURE MODE-LEAK-EXTERMI. UNIT REJECTED FOR EXTERMI LEAKAGE, UNION COULD HOT BE CONFIRMED. IT UNA CONCLUCED LEAK Ge came from Bome other Bource.	-LEARAGE NOT CONFIRMED.	94-08-E49 Lok Tain Pressure Regulator	FAILURE MODE-ERRATIC OPERATION. THE UNIT WAS REJECTED, WHILE PERFORMING TEST RUMS ON STAND 1-4 FOR OSCILLATING BETW EEN 23 TO 29 PSIG. SUBSCENENT TESTS AT WILE TEST LADS FAILED TO CONFIRM THE PROBLEM. IT WAS DETERMINED THAT THE DUCT FROM THE REGULATOR WAS NOT OF PROPER DIAMETER, 37 WAS E 1/E RATHER THAN R S/4 INCHES. ALTHOUGH A REPLACEMENT REGULA TOR DID NOT OSCILLATE, SLIGHT INTERNAL DIPTERENCES IN ADJUSTMENT MAY CAUSE ANOTHER REGULATOR TO FAIL WITH THE UNDERS IZED DUCT. CORRECTIVE ACTION-NOME, PROBLEM WAS TEST STAND PECULIAR.	9F-08-198 Manual Bnutgff val ve , seal	FAILURE MODE-INTERMAL LEAK-BUTTERFLY BMAFT THISTED AND RUBBER BEAL TORM AS A RESULT OF ATTEMPTIME TO OPEN VALVE WIT 1 comer plate attached. Commectine action-framomel alerted against operating Valve with Plate attached.	
1001 WAY 51	875TEN 848-875TEN	PHEUMATIC-A/B TAME PRESS	FAILURE MODE-LEAR INTERMAL. UNIT REJECTED FOR O-RING AT THE QUILET PORT MAS DETERIORATED AND CORRECTIVE ACTION-VENDOR WILL EMERCINE EXTREM	PHEUMATIC-A/B TANK PRESS	FAILURE MODE-LEAK-ENTERMAL. UMI AGE CAME FROM SOME OTWER BOURCE,	CORRECTIVE ACTION-NONE-L	PHELOMATIC-A/B TANK PRESS	FAILURE MODE-ERRATIC OPE EEN 23 TO 23 PSIG. BUBBGE FROM THE REGULATOR MAB P TON DID MOT OBCILLATE, BL IZED DUCT.	PACHATIC-A/E TAIK PRESS	FAILURE MODE-INTERNAL LE M COMER PLATE ATTACHED. COMMECTIVE ACTION-FZERON	

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1		PART NUMBER				VENDOR PART NO
	9F::06-196 Mahualbhutoff val Ve, seal	FAR 27-06108-1	01010	E 4	YES PEACOCK NO	
FAILURE MODE-LEAK-UNIT F TED BEYOND INE CLOBED POS	T PESTED FOR INTERNAL LEAKAGE. SEAL WAS FOUND TO BE BHEARED AND TORN. THE BUTTERFLY WAS LOCA Possision. The Bhaft was thisted and bent and the dhaft head contained delp unench marks.	AL MAS FOUND TO BE BM BENT AND THE DMAFT HE	EARED AND TO EAD CONTAINS	06N. 1ME ED DEEP N	BUTTERFLY WAS REACH MARKS.	*
CORRECTIVE ACTION-ALL FI	FIELD PERSONNEL INFORMED OF THE FINDINGS AND CAUTIONED ON OPERATION OF THE VALVE.	NOTINGS AND CAUTIONED C	DN OPERATIO	341 90 H	. 34 PE .	
PPEUMATIC-A/B TANK PRESS	BOIL-OFF VALVE-BELLONS	FAR 27-80750-641	904019	ED-WARD 8	VES 40/C	*****
FAILURE MODE-STRUCTURAL. TWO V 641NG. BOTH VALVES EIDERIENCED E 10 BE WORN IN THE BELLOMS IN E71272.	FAILURE MODE-STRUCTURAL. TWO VALVES REJECTED FOR SAME REABON. FAILURE TO MAINTAIN REBUIRED TAME PRESSURE DURIMG BLU Geimg. Both valves experienced beveral buch operations prich to failure. The Bellohs stop was deforred causima a mol E to be worn in the bellohs in both walves. C Similar Failures reported in Far 90-06-223234245246247232	ABON, FAILURE TO MAIN' IOR TO FAILURE, THE BE LURES REPORTED IN FAR	TAIN REQUIRE	E34E48	AESSURE DUAING AMED CAUSING A 2462472	198 19
CORRECTIVE ACTION-A SHOCK	k absorber is being developed to bolve this problem.	BOLVE THIS PROBLEM.				
PAE UNATIC - A/B TANK PRESS	PF-08-248P FUEL TANK PRESSURE REGULATOR	FAR 27-06108-18	40E 1	2	YES B.M. HADLEY NO	***************************************
PATLURE MODE-LEAK-EXTERN	erme. Umit rejected for excessive learage during a mapche check no-60, learage not coptinhed.	LEARAGE DURING A NAPCO	NE CHECK NO		ANE NOT CONFIR	ė
CORECTIVE ACTION-E MERI- HSTANCES.	CORRECTIVE ACTION-E BERIEG PROCEDURE CHANGED TO CHECK TRANSOUCER 43 AND 48 PRIOR TO REPLACING A REGULATOR IN BUCH I STANCES.	ANSOUCER 43 AND 48 PRI	TOR TO REPL	ACING A R	EGULATOR IN BU	- 3
PACUMATIC-A/B TAM PRESS	104 - 104 FRESSURE RELIEF VALVE	FAR E7-06103-3	639 010	CTA	YES 8. H. HABLEY NO	
FAILURE MODE-OUT OF TOLERANCE. D 10-32 MUTS MMERE THELVE 10-32 8. 1901.	LERANCE. UNIT REJECTED FOR IMPROPER INSTALLATION. VALVE VE 18-32 BOLTS OR STUDS AND MUTS SMOULD MAVE SEEN USED.	R INSTALLATION, VALVE HOULD MAVE BEEN USED.	MAS SECURED WITH SEVEN 10-24 BINILAR CASE REPORTED BY ETR	D WITH SE NE REPORT	WEN 10-24 BOLTS AN ED BY ETR ON JULY	* * *
CORRECTIVE ACTION-A BURNEY OF 0. IMMEECTION WAS MOTIFIED AND	ET OF VEHICLES IN PRODUCTION UNS NADE D AND INSTRUCTED PERSONNEL TO TIGHTEN	MADE TO INBURE NO OTHER SUCH CABES EXISTED. HOME BATEN UP INSPECTION.	IER BUCH CAL	Me Caist	CD. HONE WERE FOUN	8

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	DIFFICATION REVIEW PROMETLY BESTEW-ALKEONER.	EVALLE STRICK-AIRBO					
8787EH 818-8781EH	FEST/REPORT NUMBER PAILED COMPOSENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIP	317E 11ME DIF	PR! OTM	SITE PRI VENDOR NAME	 _
PHEUMATIC-A/B TANK PRESS	98-D8-242F Lox Tank Pressure Regulator Beal	FAR 87-06249-9	1110	ETR	5 Q	TES B.H. MADLET HO	66.07.00
FAILURE MODE-LEAR-EXTER	FAILUME MODE-LEAR-EXTERMAL. UNIT REJECTED FOR BLEEDING THROUGH THE BLEED PORT DURING STANDBY.	MOUGH THE BLEED PORT	DURING 8TA	•			
CORRECTIVE ACTION - VENT L ADVISED TO TAREGREATER	CORRECTIVE ACTION - VENDOR PERSONNEL WERE INSTRUCTED TO TAKE SPECIAL PRECAUTIONS IN MANDLING O-RINGS. SITE PERSONNE ADVISED TO TAREGREATER CARE IN MANDLING COMPONENTS.	TAKE BPECIAL PRECAUTION	MB IN HAND	L116 O-R		SITE PERSONE	
PREUMATIC-A/B	CT-88-06-004 PRESSURE DIFFERENTIAL SWITCH	FAR 27-06130-1	104D 610629	ž	ភ្នំ ទ	YES HYDRA ELECTRIC	0.00
FAILURE MODE-OUT OF TOLI AMALYSIS FIRST TEST MAS	LERANCE. ACTUATED TOO LOM, AT 0.3 PBID. ALLONABLE LIMIT IS 0.9 PLUS OR HINGS 0.3 B OUT BUT FOLLONING TESTS NERT WITHIN TO-ENANCE. BELIEVED DUE TO CONTAMINATION.	PBID. ALLCMABLE LIMIT HIN TO-ENANCE, BELIEW	19 0.9 PLU	S OR HIM	6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	9 P810. DURING	
CORRECTIVE ACTION-60/A N TO PREVIOUS FAILURES C	CORRECTIVE ACTION-60/A MILL INCLUDE BALT ATMOSPMENE TEBTING IN Q.C. DOCUMENT ET QC-00023 PER E7-09130, 4.4.0, ACTIO H TO PREVIOUS FAILURES COVERED 37 RAR 90-00-637.	ING IN Q.C. DOCUMENT I	:7 ec-0e023	PER 87-0	8	1. 4.4.6. ACTIO	
PREUMGTIC-A/B TANK PRESS	44-08-227 STAGING DISCONNECT BEAL	FAR E7-06122-3	530 610621	ž	Ç Q	TES B.H. HABLET NO	601343
FAILURE MODE-CONTAMINAT	FAILURE MODE-FONTAMINATION.UNIT REJECTED FOR EXTERMAL LEAKAGE, CAUGED BY CONTAMINATION WHICH SCORED THE SEAL.	NKACE, CAUSED BY CONTI	MINATION .	MICH SCO	8	HE BEAL.	
CORRECTIVE ACTION-BITE	INFORMED OF CAUSE OF LEARAGE IN G	LEARAGE IN ORDER TO CHECK FOR SOURCE OF CONTAMINATION.	ICE OF CONT	AHIMA TIG	•		
PACUMATIC-A/B TAIM PRESS	A-BR-00-E35F PELIUM CHANGEOVER VALVE	FAR 27-04116-11	31£ 6103£9	FAIRCHIL	2 0	FAIRCHIL YEB ROSEATSHAW FUL.	1
PAILURE MODE-FAIL DURING MALTIES MERE FOUND IN THE REPORTED IN PAIR	FAILURE MODE-FAIL DURING CPERATION. UNIT REJECTED FOR FAILING TO CLOSE AF 3000 P31 AND CLOSING AT 1800 P81. NO ABNO Rhalties mere found in the Valve operation. It was concluded inadebuate voltage was applied to the Valve. Two simila A problem reported in Far a-br-do-esse?esse.	ILING TO CLOSE AT 3000 NED INADEGUATE VOLTAGO	PSI AND C	A 44169144 A	3 3 3 3 3 3 3 3 3 3	O PEL NO ABNO VE. TWO AIMILA	
CONRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	DARECTIVE ACTION TAKEN.						
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878TEN 808-878TEN	TESTARPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	BITE TIME DIF	PRI VI	VEHICLE BITE PRI VENDOR MANE DATE DIP TINE DIP OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	A-10-00-238F HELLUM CHANGE-OWER VALVE THRUST MA 27-00118-11 SHER	FAR 87-04113-11	1090 410524	8	16.8 HOB	ROBERTANAN FUL TON	••
FAILURE MODE-STRUCTURAL URING A STSTEN TEST. TEL EXTREME MEAT AND THE BL	FAILUNE MODE-BTRUCTURAL. FAIL TO OPERATE AT FRESCRIBED TIME. UNIT REJECTED FOR UNIME, A STRICK TEST. TEFLON THRUST WASHEN ON THE ACTUATING BHAFT HAD JAINEED THE CATREME MEAT AND THE BEARING WAS BURNED AND PROCEN.	. UNIT REJECTED FOR MAFT HAD JAINEED THE		O OPERATI	04 PO	FAILURE TO OPERATE UNDER 3000 PAIS D MECHANISM. THE MOTOR SHOWED BIGHS OF	
CORRECTIVE ACTION-THE	CORRECTIVE ACTION-THE WINDOR REDESIGNED THE THRUST MAINER.						
PACIMATIC-A/B TANK PRESS	9H-06-235 BOIL OFF VALVE BOLDIOD	FAR 27-80750	20E 810519	POATE	YES 60/C	ر	9294
FAILURE MODE-LEAR-ENTE RE. LEARAGE COULD NOT SE ED THE PROBLEM.	FAILURE MODE-LEAR-EXTERNAL, UNIT REJECTED FOR LEARING CONTINUALLY THROUGH THE YENT PORT WITH & PSIG LOK TANK PRESSU RE. LEARACE COULD NOT SE CONFIRMED. MOMEVER, THE BPRING IN BOLENOID & WAS FOUND TO BE TOO LONG TO MANE POSSIBLY CAUS ED THE PRODLEM.	MALLY THROUGH THE IGLENOID B WAS FOUND	WENT PORT	IN THE P	HE COK	TANK PRESSU DOSSBLY CAUS	
CORRECTIVE ACTION-THIE	CORRECTIVE ACTION-THIE PROBLEM REPURRED TO THE RELIABILITY DIAGNOSTIC TEAM.	DIAGNOSTIC TEAM.					
PICUMATIC-A/B TANK PICES	A-9K-D8-E74F HELIUM CHAMECOVER VALVE	FAR 27-00110-11	29E 610517	FAIRCHIL	TES A08	FAIRCHIL YES ROBERTSMAN FUL. D NO TON	97
PAILURE MODE-FAIL TO O	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TIME, UNIT REJECTED FOR FAILUME TO CLOSE DURING SYSTEM TEST. FAILUME NAS NOT CONFIRMED.	TED FOR PAILURE TO	CLOSE DUR!	J: 818 9H	1637.	FAILURE NA	
CORRECTIVE ACTION-NO C	CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.						
PHELDHATIC-A/B TANK PRESS	99-48-1259 BOXL-GFF VALVE BEAL	FAR 27-80730-811	006019	FACTORY	7ES 60/C	ب	•••
PAILURE MODE-LEAR-ENTE	PAILUNE MODE-LEAK-ENTERMAL. UNIT REJECTED FOR ENTERIML LEAKAGE FROM THE LIP BEAL.	LAME PROM THE LIP SE	AL.				
CORRECTIVE ACTION-LINER	CORECTIVE ACTION-UNINOAN MOME-LEARANG NOT CONFIRMED.						
						PAGE 0117	

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	DIFFICULTIES REVIEW-PREUMATIC STRICK-AIRBORNE	UNATIC STATEM-AIRBO	¥				
SYBTEM BUB-BYBTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE BITE PRI DATE DIP TIME DIP OTH	11 TE 01 F	0 0	VENDOR HANE	
PHEUMATIC-A/B TANK PRESS	SK-08-223 FUEL TANK PRESSURE REGULATOR	FAR 27-06102-23	19E 6104£8	FAIRCHIL	₽ £	FAIRCHIL VES PLUIDGENICS D NO	•
FAILURE MODE-LEAK-E EST. VENTING COULD A	FAILURE MODE-LEAK-EKTERMAL, UNIT REJECTED FOR VENTING GAS DURING THE FUEL LOADING PORTION OF THE PHEUMATIC STRENT EST, VENTING COALD MOT BE CONFIRMED, ONE IDENTICAL PROBLEM REPORTED IN FAR 9K-08-224.	DURING THE FUEL LOAD	01NC PORTS 08-224.	\$ \$	Ž	MATIC 8-11EM T	
PREUMATIC-A/B TAM PRESS	90-08-22A FVEL TANK PRESSURE REGULATOR	FAR 27-06102-13	7E 610421	MA N	ž š	YES B.M.MADLEY	***************************************
FAILURE MODE-OUT OF ED 70 PSIG. FAILURE	FAILURE MODE-OUT OF TOLERANCE. UNIT REJECTED FOR FAILURE TO MAINTAIN TANK PRESSURE AT 42.5 PAIG-THE PRESSURE EXCEED Ed to Psig. Failure could not be confirmed.	O HAINTAIN TANK PRE	DOUTE AT 44	38 23	Ĭ	RESSURE EXCEED	
CORRECTIVE ACTION-UNKNOWN.	BKNOLM.						
PNEUPIATIC-A/B TANK PRESS	D8-08-22E LOX PRESSURE BENSE LINE STAGING DI 27-D0125-11-8 SCOMMECT	FAR 11 E7-D0129-11-3	17 610384	3 4C.	₽ 9	B.M. MADLEY	8
FAILUME MODE-LEAK-EXT	FAILURE MOE-LEAR-EXTERMAL-TWO COMPLETE UNITS REJECTED FOR EXTERMAL LEARAGE. LEAKAGE WAS DETERMINED TO BE WITHIN TH : ALLOMBLE OF 3 SCIM.	ENTERNAL LEARAGE.	LEAKAGE MAG	DETERMS	8	H MINIM 10	
CORRECTIVE ACTION-N	CORRECTIVE ACTION-NOME-LEARAGE WITMIN LIMITS.						
PNEURATIC-A/B TANK PRESS	86-00-195 LOX TANK PRESSURE REGULATOR	FAR R7-00E49-17	9080 910308	OFFUTT	€ €	PLUIDGENICS	3
FAILURE MODE-FAIL D MPATTALLITY OF APCHE	FAILURE MODE-FAIL DURING CHERATION. DURING AN APCHE LEAK CHECK! ERRONEOUS WENTING OCCURRED. VENTING MES DUE TO INCO MPATIBILITY OF APCHE PROCEDURE AND THE REGULATOR.	HECK, ERRONEOUS VEN	7116 OCCUR!	ICD. VENT	¥	4.8 DUE TO INCO	
CORRECTIVE ACTION-APCHE	PCHE DECK BEING CHANGED TO BE CONPATIBLE WITH REGULATORS.	E WITH REGULATORS.					
PHEUMATIC-A/B	FUEL TANK PRESSURE RECULATOR CAP	FAN 87-08108-7	008019 0080	2.70	2 8	YES B.H. MADLEY MO	
PAILURE MODE-OUT OF TOA	FAILUME MODE-OUT OF TOLEAAMEE. UNIT REJECTED FOR REGULATING OUT OF TOLERANCE. TESTING REVEALED IT WAS REGULATING NO MALLY BUT LESK-FILLING NAS MIGH. THIS NAS CAUSED OF THE BHUT-OFF CONTROLLER CAP BEING LOGGE, THOSOM SAFETY NARES. P	A OUT OF TOLERANCE. IUT-OFF CONTROLLER CI	7687514 AG	IVEALED 1 DOC. THO	3 3	REVEALED IT WAS RESULATING NO LODGE, THOUSEN BAPETY MERES. P	

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		DIFFICULTIES REVIEW-PREMATIC STREEM-AIRBORNE	EUMATIC STRIEM-AIRBO	¥				
STSTEN SUD-SYSTEN		TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART HUNDER	VEHICLE BITE PRI	11 TE 11 P	PR1 OTH	ON LEVO BOOKSA	
ROPER TIENTENING	ROPER TIMITENING THE CAP CLATO THE PROBLEM.	GALEN.						
CORRECTIVE ACTION-VENDOR	N-VENDOR REQUESTED T	REQUESTED TO IMPROVE HIS INSPECTION PROCEDURES.	ION PROCEDURES.					
PACUATIC-A/B TAIK PRESS	96-08-195 LOK TANK PR	nt-08-195 Lox Tair Pressure Returator	FAR E7-00E45-17	900	GA/T	88	F AND 6 TOOL C O.	*****
FAILURE MODE-LEA MOICATION OF PAIL	FAILURE MODE-LEAR-EXTERNAL-UNIT REJECTED FOR EXTERNAL MOICATION OF FAILURE WAS DUE TO INCOMPATIBILITY OF THE	CTED FOR EXTERNAL VEN PATIBILITY OF THE APP	VENTING DURING APCHE LEAK CHECK. LEAKAGE NOT CONFIRMED. THE APCHE DECK AND THE REGULATOR.	IK CHECK. 1	EARACE N	გ ნ	MIRED. 17E 1	
CORRECTIVE ACTION PREMISSION TANK PREMISSION TO THE PREMISSION TO	CORRECTIVE ACTION-APCHE DECK CHANGED. EUMATIC-A/B 99-09-210 MK PRESS LOW TAME PRE	ECK CHANGED. 98-08-210 104 TAM PERSUE RELEATOR	FAR 97-adam-ad7	126	CIR	ដ្ឋទ	87RA TO8	***
FAILURE HODE-CON OF PRESSURE INCRE OTHER AREAS OF T N. THE SOURCE OF STSTEM.	TANINATION. UNIT REJAMINATION DE WE UNIT CONTAINED PA THE CONTAINATION CO	FAILURE MODE-CONTANIMATION. UNIT REJECTED FOR ALLOWING TANK PRESSURE TO DROP TO 16 PSI WITH NO APPARENT INDICATION OF PRESSURE INCREASING. EXMINATION DISCLOSED CONTANIMATION OF THE UNIT INCLUDING THE TIP OF A GAINDING WHEEL SMAFT. OTHER AREAS OF THE UNIT CONTAINED PARTICLES OF SAND. MANY PARTS WERE MOIN AND BINDING AS RESULT OF THE CONTANIMATION OF THE CONTANIMATION IN OTHER PARTS OF THE STATEM. STSTEM. CORRECTIVE ACTION—RELIABILITY DIAGNOSTIC TEAM FOAMED TO INVESTIGATE SYSTEM CONTANIMATION PROBLEMS.	MK PRESSURE TO DROP WIN OF THE UNIT INCLUD PARTS WERE WORN AND EVEN AFTER ANALYZING WWESTIGATE SYSTEM CO.	TO 16 PBI 1 ING THE TII BINDING AL CONTABINA	ATH NO A SECTION IN	OT O	ENT INDICATION WE WHEEL SHAFT. WE CONTAMINATION I PARTS OF THE	
PNE URATIC-A/B	96-09-216		FAR	126	=	2	D.H. MADLEY	9.00
TAME PRESS LOOK TAN PAILUME MODE-LEAR-UMIT REJECTED EVER, 17 18 POSSIBLE THE PROBLEM E. NO CONTAMINATION MAS FOUND IN R 98-08-210-	LOK TANK PE K-UNIT REJECTED FOR BLE THE PROBLEM COUL ON MAS FOUND IN THE	AMM PRESS LOK TANK PYTSBURE RELIEF VALVE ET-08108-5 810ZEI NO FAILURE HODE-LEAK-UNIT REJECTED FOR INTERNAL LEAKAGE DURING LOM PRESSURE CHECK. LEAKAGE COULD NOT BE CONTINED, HOM EVER, 17 IS FOSSIBLE THE PROSLEM CUALD HAVE BEEN CAUSED BY CONTAMINATION BEING TEMPORARILY LONGED IN THE RELIEF VALV E. NO CONTAMINATION MAS FOUND IN THE VALVE, THIE IS THE SAME SYSTEM THAT HAD A CONTAMINATED REGULATOR REPORTED IN PA R 98-08-210.	ET-DB103-5 NG LOW PRESSURE CHEC CONTAMINATION BEING NE BYBTEN THAT HAD A	BIDZEI LEAKAGE YEUPORARIU CONTANINA	COULD NO	5 2 2 5 3 2 2 5	COFIRED, HOM HE RELIEF VALY REPORTED IN PA	
CORRECTIVE ACTIO	CORRECTIVE ACTION-UNKNOWN, NOWE-FAILURE NOT CONFIRMED.	URE NOT CONFIRMED.						
PMEUMATIC-A/B TAME PMESO	PODSEIE FUEL TAME P	PODESSE FUEL TAME PRESSURE RESULATOR	FAR 87-06108-7	750 610800	e y	ដ្	TEB B.M.MADLEY MO	 .
FAILURE MOOF-LEAR-EKTI	1-EXTERNAL, UNIT REJ	LAMEL, UNIT REJECTED POR ENTERNAL LEARAGE PROS THE MOTOR BECTION WENT. LEARAGE UND NOT CONFIRM	AKAME PROH THE MOTOR	MC7200 W	NT. LEAR	ă	M8 NOT COMP 1816	
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	DIFFICULTIES REVIEW-PREWATIC SYSTEM-AIRBORNE	NEUMATIC SYSTEM-AIRBO	¥				,
8 Y B T E N 5 UB - 5 Y B T E N	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DATE DATE DATE DATE DA	817E 11ME 01F	PR I OTH	PRI VENDOR MANE OTH VENDOR PART NO	
COARECTIVE ACTON-W	CORRECTIVE ACTION-NOME, FAILURE NOT CONFIRMED.						• 677.9
PHEUMATIC-A/B TAIN: PREBS	AC-61-0063/38-502-AE-04	CAPTIVE	9E 01.0207	35 .05 26 .05	ភ្នំ ទ		4004
FAILURE MODE-OUT OF THIS IS A 190 DGF HIL MOTED AT THE DUCT EL	FAILURE MODE-OUT OF EXPECTED TEST VALUE.LOX REGULATOR IMLET TEMPERATURE IMCREABED TO A MAXIMUM OF 419 DGF BY BECO. This is a 130 dgf migher than Values recorded duringmissile be testing. Temperatures in excess of 200 dgf mere also Moted at the duct eldom and relief valve skin by X Plus er and beco plus s'beconds, respectively.	LET TEMPERATURE INCRE LE BE TEBTING, TEMPER 2 AND DECO PLUB 5 DEC	ABED TO A 1 ATUREB IN CONDB. REBM	SACESS OF	60	DGF BY BECO.	
BYSTEM EFFECT-HIGH	TEMPERATURE ENVIRONMENT.						
VEHICLE EFFECT-HONE							
CORPECTIVE ACTION-UNKNOWN.	JAK HOLAN .						 1
PREURATIC-A/B TANK PRESS	90-08-211 FUEL TAM PRESSURE REGULATOR	FAR 27-08102-13	7E 61.0207	08 TF-1	ğ 8	P. UIDGENICS	31.
FAILURE MODE-OUT OF D. THE SENSE LINE WE	FAILURE MODE-OUT OF TOLERANCE. UNIT REJECTED FOR REGULATING AT 60 INSTEAD OF 62 PSIG. FAILURE COULD NOT BE COMFIRME. D. THE SENSE LINE WENTIMG ATMOSPMENE COULD CAUSE FAILURE.	ING AT GO INSTEAD OF	E 7816. F	VILURE CO	3	107 BE CONTINE	
CORRECTIVE ACTION-LINENDAM.	JAKI HOSHI .						1
PNEURATIC-4/8 TANK PRESS	10-00-E10 MANUAL BRUTGEF VALVE DETENT	FAR E7-06108-1	410130	E 5	ž č	YES PEACOCK	*****
FAILURE MODE-OUT OF METRMED AND THE VALM EX BEMILAR CABES REM	TOLERANCE. UNIT WAS REJECTED FOR A E COULS NOT BE BROUGHT TO THE FULL ONTED IN FAR 8H-04-226228218-	A SCORED DETENT RELEASE AND A NORM DETENT BOCKET. COMBITION C.CLOSED POSITION WITHOUT EXCEEDING MAXIMM ALLOMBLE TOROUE.	AND A NORM EXCEEDING	DETENT B	ALLO	T. COMBITION CO	
CORRECTIVE ACTION-VE	CORECTIVE ACTION-VENDOR TO IMPROVE BUALITY CONTROL. STOPS TO BE INCORPORATED FOR THE CLOSED POSITION. TORBUE REBUIL EMENT TO BE LOMERED.	JPS TO SE INCORPORATES	FOR THE C	104ED PO4	D1110	M. TOROUE REBUI	
PHEUMATIC-A/B TANK PRESS	AC-61-0062/82-901-A1-08 PAGUAATIC BYSTEN	CAPTIVE	910163 910163	# =	8 8		
FAILURE MODE-OUT OF MD LOK REFULATOR BIM	FAILUME MODE-OUT OF EXPECTED TEST VALUE. FOLLOWING RESTEP TO SCRUENCE 3 PRESSURIEATION AFTER CUTOFF, THE LOW TAME ND LOW REGULATOR DISCHARGE PRESSURES DECAYED 4.2 AND 3.6 PSI, RESPECTIVELY.	PO TO MENUME 3 PRESE POI, RESPECTIVELY.	UNIEATION	AFTER CUI	Ś	THE LOR TANK A	·
						PASE 0180	

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9981 WO? 41	DIFFICATION REVIEW-PROMATIC STREM-AIABORNE	EUMATIC STSTEM-AIABO	¥		
8187EH 318-3787EH	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOUNCE PART MUMBER	VEHICLE SITE DATE DIP TIME DIP	PRI VENDOR NAME OTH VENDOR PART NO	
BYSTEN EFFECT-OPERATION 100 LOM.	M 100 LOH.				*****
VEHICLE EFFECT-NOME.					
CORRECT? VE ACTION-LAGINOISM.	IOAN. POST TEST INVESTIGATION REVEALED NO ASNORMALITIES.	ED NO ABNORMALITIES.			
PMEUKATIC-A/B TANK PRESS	90-09-197 LOX TAM PRESSURE REGULATOR	FAR E7-80400-807	010110 1-4	YES STRATOS	••••
FAILURE MODE-FAIL TO O	FAILURE MODE-FAIL TO OPEAATE AT PRESCRIBED TIME, REGULATOR DID NOT T TRAPPED NATE . NATER ORIGINATED PROM A FIREX MOZZLE UNIAUE TO 1-4		LOK TANK BUE TO PR	PRESSURIZE LOK TAINS BUE TO PREEZIMS OF INTERNALL	
CORRECTIVE ACTION-REGU	CORRECTIVE ACTION-REGULATORS PROTECTED PRON WATER ON ALL PUTURE PIRINGS AT 1-4E.	PUTURE PIRINGS AT 1-	į	٠	
PHEUMATIC-A/B TANK PRESS	96-08-213 Bensel Incomutopy valve i Beal	FAR 27-08409	810110 0AFB	VEB ON MARK CO.	******
FAILURE HODE-LEAK-EXTE AND IN THE VALVE BODY.	-EXTERNAL, UNIT REJECTED FOR EXTERNAL LEAKAGE, RUBBER PARTICLES WERE FOUND IN THE O-RIMG BEAL AREA Booy, the o-rimg was torn and chipple). The Rubber Line beals were sheared and torn.	AKAGE, RUBBER PARTIC He Rubber Line Bealb	LES NERE FOUND IN 1 NERE SHEARED AND 1	HE O-RING BEAL AREA ORN.	
CORRECTIVE ACTION-60/C 700%.	-40/C TOOK ACTION TO REVIEW BEAL DESIGN WITH THE VENDOR, AND, REQUESTED PROPOSALS FOR AN ALT LE VALVE. NOTE, DESIGN CHANGE RENOVED VALVE FROM SYSTEM AND UTILIZED NEW CHECKOUT PROCEDUME.	WITH THE VENEOR, AND LVE FROM STREEM AND	, AEQUESTED PROPOSA UTLIZED NEW CHECKC	ILS FOR AN ALTERNATE NT PROCEDUME.	
PHEUMATIC-A/B TANK PRESS	86-06-193 LOK TANK PRESSURE REGULATOR, NUT	FAR 27-80400-807	RE 32 610116	YEB BIRATOB/CONYA!	
FAILURE MODE-FAIL TO O	TO COPERATE AT PREBCRIBED TINE. BTOP VALVE POPPET JAMED IN COPEN POBITION DUE TO RETAINIMB MUT BAC	VE POPIET JAINED IN	OPEN POBITION DUE 7	O RETAINEM MUT BAC	
CORRECTIVE ACTION-NETA	CORRECTIVE ACTION-RETAINING MUTS TO BE TORBUED TO DRAWING CHANGE AND LOCK TITE APPLIED TO THREADS. ALL UNITS TO BE IELD CHECKED.	CHANGE AND LOCK TIT	E APPLIED TO THREAD	18. ALL UNITS TO BE	
PHEUMATIC-A/O	96-06-189 FLEX MOSE ASSEMBLY.	FAR 87-06210-1	9+0 910107	YES PLEN NETAL HOS NO 5 CO.	
FAILURE MODE-BTRUCTURAL	FAILUNC MODE-BYRUCTURAL-FAILED JOINT BETMEER SEI STAIMLESS TUBE AND BELLOMB AREA DUE TO LACH OF SILVER SOLDER ADMES On.	B TUBE AND BELLOMS A	NEA BUE TO LACK OF	BILVER BOLDER ADMEN	
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	DIPPICULTIES REVIEW-PMEUMATIC STRICH-ALMORNE	MATIC STRTEM-ALMEN	Ä				
 8181EM 846-8781EM	TESTARFORT WUSER FAILED COMPONENT NAME	DIF DATA BOURCE PART NIMBER	VEHICLE DATE DIF	817E TIME DIP	PRI VI	ALTE PRI VENDOR HANE TIME DIP OTH VENDOR PART NO	
 VE ACTION-	MANUFACTURING CHANGE IN PROCESS BY VENDOR. STING STOCK DYE CHECKED.	. BAMPLING PLAN INSTRATED BY		VENDOR TO TEST ONE	0 1631	DAC SUT OF F	••••
 PPECHAILC-A/B TANK PRE35	64-06-16F LOX TAM PRESSURE REGULATOR	FAR 27-80400-807	0 1010	5	YES STRATOS HO	1A TOB	700940
FAILURE MODE-CONTANTMATA AIM A LARGE AMOUNT OF UNT E AMALTSIS VALVE MOULD NO	FAILURE MODE-CONTANTMATION. UNIT REJECTED FOR FAILURE TO FRESSURIZE TANK AT STAND 1-46. REGULATOR WAS FOUND TO CONT AIN A LARCE ANOUNT OF MATER. AMBIENT TEMPERATURE ON THE STAND, MEAR THE REGULATOR, WAS BELOW FREEZING. DURING FAILUM E ANALYSIS VALYE WOULD NOT FUNCTION AT BELOW PREEZING TEMPERATURES, BUT MOULD AT WARNER TEMPERATURES.	ESBURIZE TANK AT BI D, NEAR THE RECULA! ATURES, BUT MOULD !	AND 1-4E. OR, MA BE T MARKER T	REGULATO LOW PREE EMERATU	21 M. S. C. D. C.	DUMB TO CONT UNIME PAILUM	· · · · · · · · · · · · · · · · · · ·
 CORRECTIVE ACTION-END TO	TO INSTALL PROTECTIVE COVER OVER THE REGULATOR TO SMIELD IT FROM MATER SPRAY FROM THE PIRE EX	REGULATOR TO BHIELE	IT FROM W	MTER SPR	AV FROM	THE FIRE EX	
 PHE UNATIC-A/B TANK PRE35	BO-CO-193 LOX TAM PRESSURE REGULATOR NUT	FAR 27-60400-607	001010 •10100	BVC.	VES STRATOS	#a 10#	•••003
 FAILURE MODE-STRUCTURAL. T MAD BACKED OFF AND FOUN D STOP VALIE MOVEMENT.	FAILURE MODE-STRUCTURAL. UNIT REJECTED FOR FAILURE TO OPEN. THE STOP VALVE FILOT TO DIAPHRACH ASSEMBLY RETAINING MU T HAD BACKED OFF AND FOUND LODGED BETHEEN THE DIAPHRAGM AND THE HOUSING. THIS CAUSED A BENT FILOT BHAFT AND PREVENTE D STOP VALUE MOVEMENT.	THE STOP VALVE FIL THE HOUSING, THIS (OT TO DIAP	HRACH AS NT P1LOT	EMAFT :	RETAINING NU AND PREVENTE	
 CORRECTIVE ACTION-ALL RE	REGULATORS WERE CHECKED FOR PROPER STOP VALVE HUT TORBUE, ALL PUTURE PRODUCTION VALVES WILL S THE THREADS CONTAIN LOCK TITE TO SECURE THE HUTS.	OP VALVE HUT TORBUE RE THE HUTS.	. ALL FUTE	RE PRODU	CTION V	ALVES WILL 8	
PMCHATIC-A/B TANK PRESS	PADGIDE LOX TANK PREBURE REGULATOR, NUT	FAR 27-00101-15	1-4E 601£16	3	3 G	VES PLUIDEENICE	
 FAILURE MODE - FAIL DURI ME LOK TAHR PRESSURE.	L DURING OPERATION. GALLING OF 813P VALVE NUT CAUSED 810P VALVE TO CLOSE INADVERTENTLY AND DECARA E.	MUT CAUSED STOP V.	11 VE TO CLC	BE 1840 Y	ERTENT	Y AND DECREA	
 CORRECTIVE ACTION- VENDOR	CORRECTIVE ACTION-WENDOR TO UNE A STEEL SLEEVE IN PENALE PILOT GUIDE TO PREVENT GALLING. RETRO PIT POR ALL PLIGHT MICLES.	LOT GUIDE TO PREVE	17 GALLING.	NETRC F	11 POR	ALL PLIGHT V	
 PMEUHATIC-A/8 7AME PRESS	90-06-E03 HELIUM PRESUNIZATION PLEX MOSE OF ET-DOCEE-1 LLONG	FAR E7~0022E-1	5.00 11.00	ď Š	TES CORRA	4	
FAILURE MODE-LEAR-EXTERN JACENT TO THE EMD FITTING	EXTERNAL, UNST REJECTED FOR EXTERNAL LEARAGE MEAR AN END PITTING, 1-4E PIRBY BELLOMB CONVOLUTION AD TITTING MAS REVERELY DENTED AND COLLAPBED. THE BHARP DENTS CAUGED FATIGUE CRACKING AND LEARAGE.	NE NEAR AN END P11' THE BHARP DENTS CA	1116. 1.4E P 108ED PATIO	1887 BEL	COME CO	NVCLUTION AB LEARAGE.	
					;	PACE DIES	

GENERAL DYNAMICS CONVAIR DIVIBION

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SYSTEM SUS-SYSTEM	TEST/REPORT NUMBER FAILED COMPOSENT MANE	BIF DATA BOUNCE PART HUNDER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	3176 7106 2017		VENDOZ NAME VENDOR PART NO	
CORRECTIVE ACTION-60	SOVE TOOK ACTION WITH THE VENDOR TO PREVENT BUCH PUTURE PAILURE.	IVENT BUCH PUTURE PATE	ME.				
PHELMATIC-A/B TANK PRESS	96-00-214 FUEL TAIR PRESSURE PELIEF VALVE	FAR 87-04164-8	313100	2 3	20	7E8 B.M. MADLET	•
FAILUME MODE-OUT OF IN ADJUSTING THE CRA	OF TOLERANCE, UNIT REJECTED FOR OUT OF TOLERANCE DE	GUT OF THEIRIMKE BUILTING APONE CHECKGUT. HO PROBLEH WAS ENCOUNTERED OPERATED HORBILLY.	CHECKOUT	01 ·	¥ 5	• ENCOUNTERED	
CCARECTIVE ACTION-NO	CARECTIVE ACTION-NOME-PALLUME NOT C WITHED.						
PREUMATIC-A/B TAIR PRESS	ETR-03E/14-53E-F3-5E LOR TANK PRESSURE REGULATOR	CAPTINE	603100	7:	5 8	YES STRATOS	•
FAILURE MODE-FAILURE	FAILURE MODE-FAILURE DURING OPERATION- THE LOK TANK PREISURE REGULATOR DID NOT MAINTAIN PROPER TANK PRESSURE. Atatem peter-operation too low-low tank pressure decreas to 11.0 Page at 3.0 McCODD.	SUME REGULATOR DID NO TD TO 11.0 PRIC AT 35.	F MAINTAIN B ACCHOB.	PROPER	E ¥	Essurc.	
WHICLE EFFECT- NOIC.							
CORRECTIVE ACTION-TH AILED IN THE LAB WHEN	CORRECTIVE ACTION-THE REGULATOR WAS REDIONED FOR FAILURE ANALYSIS AND WAS FOUND TO CONTAIN MCISTURE. THE REGULATOR ALLED IN THE LAS WHEN SUBJECTED TO SUB-FREEZING TEMPERATURE.	ANALYDID AND WAS FOUN AE.	0 10 CONTA	10 MC1870	AE. 14	E REGULATOR F	
PICUMATIC-A/B TANK PRESS	84-04-192 LOH TANK PRESSURE REGULATOR	FAR E7-06101-18	003109	5	763 F	YES PLUIDGENICS	196760
FAILURE MOC-FAIL DU IX SECONDS OF A RUN. ME STOP VALVE.	DURING OPERATION. UNIT REJECTED FOR ALLOWING TANK PRESSURE TO DROP TO 18 PSIG MOMENTARILY AFTER 1. THE STOP VALVE PILOF GUIDE AND BORE NOME FOUND TO BE GALLED. THIS PROBABLY CAUSED STICKING OF	LOWING TANK PRESSURE NEAE FOLID TO BE GALL	TO DAGE TO	10 Pile	A UBER	ARILY AFTER S BTICKING OF T	
CORRECTIVE ACTION-WINDOR	DEDOR MODIFIED THE REGULATOR DESIGN. INCORPORATING A STEEL	INCORPORATING A STEEL		THE PEN	ונב פור	BLEEVE IN THE PENALE PILOT BUIDE.	
PNEUMATIC-A/B TAIN PREBS	98-64-184 LOH TAME PRESSURE REGULATOR	FAN 87-06248-17	21108	8	424	YES PLUTOGENICS	
FAILURE MODE-PAIL EN	CURING COTRATICU-UNIT FAILED TO REGULATE DUS TO AM IMPROPERLY VULCANITED RUBBER CONTROLLER BEAT.	IE DLE TO AF IMPROPER	LY WACANI	ZCo Buggi	15 C 26 T	POLLER BEAT.	
CORRECTIVE ACTION-AL	CORRECTIVE ACTION-ALL WHITE RETURNED TO VERBOR TO DE REDUILT TO NEW DABY MARBERS. AN O-RING TYPE CONTROLLER MEAT WE	UILT TO NEW DASH KUND	C16. 43 Q-	A114	E C8	OLLER BEAT W	1
						PAGE 0123	

CONVAIN DIVISION

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8787EH 848-8787EH	TEST/REPORT NUMBER FAILED COMPOSENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	817E 71ME D17	PR1	VEHICLE BITE PRI VENDOR NAME DATE DIF TIME DIF OTH VENDOR PART NO	
PMEUMATIC-A/B TANK PRESS	ETR-030/14-530-03-8E LOK TANK PRESSURE REGULATOR	CAPTIVE 87-60400-807	01110	I :	5 8	VEB BTRATOS NO	
FAILURE MODE-ERRATIC OF	OPERATION. THE AIRBORNE LOK TANK RESULATOR MOMENTARILY WENT FOMING THE CLOSED POSITION.	KATOR HONDNTARILY M	THT TOLKAS	אול כרס	ş	6 1110 8 .	
SYSTEM EFFECT-OFERATION	ION TOO LOM- ABHORMAL DROP IN LOS TANK PRESSURE.	PRESSURE.					
WAICLE EFFECT-NOIC.							
CORRECTIVE ACTION-NOME.	į						
PNEUMATIC-A/B TANK PRESS	98-08-202 LOX TANK & INCH PRESSURIZATION DUC 7-73313-821 T BELLOAG	FAR AC 7-73313-621	9E 601116	£18	88	LANGLET CORP.	007751
FAILURE MODE-OUT OF SPEC 3104 BELLOHS, A MCOMD CA HED DURING RECLEANING BY	FAILURE MODE-OUT OF SPECIFICATION OR TOLDRANKE- THE UNIT WAS REJECTED FOR SEVERE KINKS AND DEFORMATION OF THE EMPAREMINED FOR SEVERE KINKS AND DEFORMATION OF THE EMPORTED FROM WENELS OF ETH. IT WAS DETERMINED THAT THE BELLONG MEME STRETCHED DURING RECLEANING BY THE VENDOR WHICH DEFORMED AND KINKED THE UPPER BELLONG.	AS REJECTED FOR SEW SE AT ETR. IT WAS DI LED THE UPPER SELLON	ERE KINKS ETERNINED	NO DEFO	PETTI	NO OF THE EXPAN	
CORRECTIVE ACTION-TH	CORRECTIVE ACTION-THE VENCOR PROVIDED A FIXTURE TO HOLD THE DUCT DURING CLEANING RATHER THAN BUBHEND THE ABBENGLY THE BELLOMS:	E DUCT DURING CLEAN	ING RATHER	THAN BU	95	THE ABBROOLY .	
PHEUMATIC-A/B TANK PRESS	90-00-196 FUEL TAME PRESSURE RELIEF WLVE	FAR 27-06104-3	700 601118	Ξ	F 8	MOLEY	\$ \$
FAILURE MODE-OUT OF TOLI	TOLENAME. FAILED TO RELIEVE AT PRESBURE OMER 65 PSIG. REQUIRED TO RELIEVE AT 125 PLUB OR HIMUS	ur over 65 P316. Re	OT COMMO	REL I CW.	3	Pus or nime	
CORRECTIVE ACTION-LANKING	KHONAN-DISABSDIBLY DID NOT REVEAL BOURCE	CE OF DIBCREPANCY.					
PACUMATIC-A/B TANK PRESS	PUEL TANK PRESSURE RELIEF VALVE	FAN E7-00104-3	700 601119	117.4	ş ğ	8.M. MADLEY	*
PAILURE MODE-FAIL TO OF B A RESUIRED 63 PSI6.	OPERATE AT PRESCRIBED TINE. UNIT REJECTED FOR FAILURE TO WENT TAKE PRESSURE AT OWER 45 PSIS.	COTO POR PAILURE TO	WENT TANK	aneesta	A 1	MER 61 P316. V	
CORRECTIVE ACTION-HOME.	ME. FAILURE NOT CONTINED.				Ì		 ;
						PAM DIS	

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	DIPTICULITES REVIEW-PREMATIC SYSTEM-AIRBORNE	MATIC STRTEM-AIRBON	Ā				
3787EN 84 6 -3781 E N	TESTREPORT MUMBER FAILED COMPOSENT NAME	DIF DATA SOUNCE PART MUNDER	VEHICLE DATE DIF TI	817E 73ME 93P	2 5	PRI VENDOR NAME OTH VENDOR PART NO	
PNEUMATIC-A/B TANK PNESS	AA60-0134/PE-401-00-83 PE+ULATORS, TAME PRESSURIZATION	countbown	810 118 901110 -E	12 -2570	10	YES PLUIDGENICS	
FAILURE MODE-OUT OF M	SPECIFICATION OR TOLERANCE. RELIABILITY OF THE REGULATORS HAS SUESTIONIBLE.	OF THE REGULATORS	ME ECESTION	MOLE.			
STATEM EFFECT-MOME							
WENTELE EFFECT-COUNTRY	WENTELE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED.						
CORRECTIVE ACTION-FLUI	CORRECTIVE ACTION-PLUIDGENICS REGULATORS REPLACED WITH MADLEY RESS.	Er mesa.					
PACUMATIC-A/B TANK PRESS	ETR-020/14-350-C3-3E LOX TANK PRESSURE REGULATOR	CAPTIVE	4:4 6:4	,.	25	YES PLUIDGENICS	
FAILURE MODE-FAILURE C	FAILURE MODE-FAILURE DURING OPERATION- THE AIRPRAME LOW TANK REGULATOR CLOSED PARTIALLY AT 7.9 SECONDS.	R REGULATOR CLOSED	PARTIALLY AT	7.0	9080		
SYSTEM DFTECT-OPERATION	STSTEM OFTECT-OMERATION TOO LOM- LOX TAIN PRESSURE DROPPED	TO 18.3 PS16.					
WATCLE EFFECT-HOME.							_
CORRECTIVE ACTION-THE	THE REGULATOR WAS RESOURD FOR FAILURE AND	AMALYBIB.					
MEUNATIC-A/B TANK PRESS	SEDELSA DIFFERNTIAL PRESSURE TRANSDUCER	FAR E7-04104-1	46 1109		17 O	TES CRESCENT EMG.	2/0000
FAILURE MODE-OUT OF TO	TOLERANCE-HIGH QUIPUT SHROUGHOUT ITS SPECIFIED PRESSURE RANCE.	ECIPIED PRESSURE A	ikćę.				
COPPECTIVE ACTION-UNIT	JAKNOSAH-FAILURE NOT DUPLICATED. VENCOR REQUESTED TO CORRECT DESIGN DEFICIENCIES REVEALED DURING D	COLENTED TO CORRECT	DESIGN DEFIC	10016	REVE	ALED DURING D	
PACUMATIC-A/B TANK PREBA	98-08-154 DIFFERENTIAL PRESSURE TRANSDUCER	FAR E7-04109-1	4E ETR 401103	_	20	YES CRESCENT ENGA. ND CORP. DD-3001	1
FAILUME MODE-FAIL TO S PMESSUME COIL D.C. MEI E DIAPMACM, WHICH COUR	TO CHEMATE AT PRESCRIBED TIME. UNIT MEJECTED FOR FAILURE TO RESPOND WITH VARIED PRESSURE. THE LOW RESISSANCE WAS ENCESSIVE-AND, CHIPS OF POTTING MATERIAL WERE FOUND BETWEEN THE POLE PIECE AND TH COULD CAUSE AN ERROREGUS QUIPUT, ORE SIMILAR CASES REPORTED ON FAR 90-06-506.	EJECTED FOR FAILURE TO RESPOND WITH VARIA OF POTTING MATERIAL MERE POUND SETMEEN THE SIMILAR CARES REPORTED ON FAR 90-00-200.	RESPOND MITH IE POUND BETA ON FAR 80-00	- 706.	3 2	PIECE AND TH	
CORRECTIVE ACTION-VENDOR INFORMED BAT.	OF PROBLEM AND REGLESTED	TO MAKE CORRECTIONS. A SECOND BOUNCE WENDOR IS BEING). A SECOID	OURCE	200	18 86114 504	
						PA\$C 0189	

GENERAL DYNAMICS CONVAIR DEVISION

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DIFFICULTIES REVIEW-PACIMATIC SYSTEM-AIRBORNE

3731EH 846-3737EH	TEST/REPORT MUNEEN FAILED COMPONENT MANE	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIV		SITE PAI VENDOR NAME	DOR NAME OR PART NO	
PHEUMATIC-A/B TAME PRESS	AERO-003E/13-40E-00-61 LOX TANK BENSING LINE RESEOFF DISC OWNECT	7.181	910 901018	•	5 8		411
FAILURE MODE-LEAR-EXTER 043 OF DISCOMMENT MEAT & RREMCS ON HYDRALLIC BISC	FAILURE MODE-LEAR-EXTERNAL. THE LOX TANK BENSING LINE RIBEOFF DISCONNECT FAILED AT 40 SECONDS. PROBABLY CAUSED BY L OBS OF DISCONDECT WEAT BHIELD DIXIE CUP UNION WOULD DAMME DISCONNECT AS A RESULT OF RADIANT WEAT FLUX. BINILAR OCCU RAEMS ON HYDRAULIC DISCONNECT; ON MISSILES SE AND 4E.	FF DISCONECT FAILE	0 AT 40 M	ECOMOS. P	PLUIL BE	AUSED BY L	
SYSTEM EFFECT-LOSS OF SATOR OF LOW LOST TANK PRE	F STRUCTURAL INTEGRITY. LOSS OF SENSING LINE RESULTED IN PALSE INDICATION TO THE LOK TAM RESUL PRESSURE. EVENTUALLY INTERNEDIATE SULAMEAD REVERSAL RESULTED FROM OVER PRESSURIZATION OF THE LO	LINE RESULTED IN F KAD REVERSAL RESULT	ALBE INDIC	EATION TO	THE LOX	TANK REGUL OF THE LO	
VENICLE EFFECT-LOSS OF	OF VENICLE INTERRITY. INTERMEDIATE BULKHEAD REVENAAL REBULTED IN VENICLE BELF DESTRUCTION.	DEAD REVENIAL REBUR.	3 N 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1	מוכרב שם	r ogstauc	§	
	86-06-188 LOK TANK PREBUNE NESULATOR	FAR 87-04845-3	320 60100	=	1	D.M. MADLEY	•
FAILURE HODE-CONTANTINAT	NATION-POOR REGULATION CAUSED BY FISHOUS NATERIAL LODGED IN BENSING PORT. SOURCE OF CONTAMINATI	NA MATERIAL LODGED I	H BENSTHE	78. 8	0 50 TOM	ONTANINA TI	
CORRECTIVE ACTION-INSTR	CORRECTIVE ACTION-INSTRUCTIONS 1884ED TO ALL INDMECTORS ON CONTARINATION PREVENTION PROCEDURES.	CONTABBATION PREVE	ATION PRO	EDUKES.			
PMEUMATIC-A/B TANK PRESS	99-04-189 LOX TAM PRESSURE REFUGATOR	FAR 27-04245-3	900109 03E	CTR	NO 8.4.	D.M.HABLEV	1
FAILURE MODE-EXTERNAL L	FAILURE MODE-EXTERNAL LEAK. UNIT REJECTED FOR ALLOMING TANK PRESSURE TO DROP BELOW MINIMUM LIMITS DURING LEAKAGE PI Le cycling. Unit operated monnally during investigation. Ber Par 90-00 -107 for primary Pailure.	Pressure to drop below minimum Lini Far 98-00 -107 Por Primary Pailure.	ELON MINI	MALURE.	90 041	LEARAGE F1	
CORECTIVE ACTION-NOME-	NE-FALLURE NOT CONFIRMED.						
PHEUMATIC-A/B TAME PHESS	88-04-203 64CT ABBDRALT	FAR 27-81036	46	CTA	10 CLL1	CLLIOT ENGR. C O.	0.67780
FAILURE HODE-CONTABINAT THEOUGH THE MALL. PITTI	FAILURE MODE-CONTANTMATION, UNIT WAS REJECTED FOR MUMEROUS PITS IN THE TUBE, ONE OF THE PITS HAD PENETRATED 25 PCT. THROUGH THE MALL, PITTING WAS DETERMINED TO BE CAUSED BY IMADEBUATE CONTROL OF THE DE-OMIDER SOLUTION DURING THE IR BETTERM.	PITS IN THE TUBE. O MDEGUNTE CONTROL OF	# 0 THE OCTOR	P1 16 HAD 110ER 80L	PENETRATION OUR	ED 25 PCT.	

CORRECTIVE ACTION-NOS MAS REVISED TO CONTROL THE METAVALENT CORONIUM LEVEL OF THE DE-OKIBILER SOLUTION. DUCTS IN ST OCA NERE CHECKED FOR THIS CONDITION.

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PREVAILER WOE-INTERNAL LEAR, CAUSED BY A TEAR IN THE FIRST STACE DIAPHRACH APPROAL 0.000 INCHES LONG. FAILURE WOE-INTERNAL LEAR, CAUSED BY A TEAR IN THE FIRST STACE DIAPHRACH APPROAL 0.000 INCHES LONG. CORRECTIVE ACTION-UNKNOWN, VENDORS DIAPHRACH STOCK ONCOLOD. NO DETERIORATED STOCK RETALED. PRESSACE TO THE STOCK OF THE TEACH OF THE THAT THE PRINCE CONTROLLED DATES BEING THE BANKS TO THE B	STOTEM SUB-BTBE	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF GATA BOUNCE PART HUMBER	VEMICLE DATE DIF	3116 11ME 01F	Z o	VEHDOR HAME VEHDOR PART HO	
FAILURE WOR-INTERNAL LEAR, CAUSED BY A TEAR IN THE PIRST STARE DIAMBAGA APPROX. 0.080 INCHES LONG. CORRECTIVE ACTION-LONGORD. VENGORS DIAMBAGAN STOCK CHECKED. NO DETRICARIED STOCK RETEALD. TARK PRESS. FACTORISE SOCIETY OF SOCIETY OF STERNAL LEAR ACT THE PRIMAT CONTROLLER DURING PRESSURE VA. TAILURE WORL-LEAR-EXTERNAL. UNIT RELECTED FOR EXTERNAL LEARAGE AT THE PRIMAT CONTROLLER DIAMBAGANED MITERIAL. TAILURE WORL-LEAR-EXTERNAL. UNIT RELECTED POR EXTERNAL LEARAGE AT THE PRIMAT CONTROLLER DIAMBAGANED MITERIAL. COCKECTIVE ACTION-VONDOR CHECK FOR DETRICARED DIAMBAGAN STOCK-HOME WAS FOUND. COCKECTIVE ACTION-VONDOR CHECK FOR DETRICARED DIAMBAGAN STOCK-HOME WAS FOUND. COCKECTIVE ACTION-VONDOR CHECK FOR DETRICARED DIAMBAGAN STOCK-HOME WAS FOUND. FAILURE WOD. STRUCTURAL, UNIT REJECTED FOR CHATTERING OF THE ABADBALY AT MCHALL PRESSURE. PROBLEM FOR HOME TAIN FRESSURE. FOR CHECKTIVE ACTION-SECOND BOLNEY BEING INVESTIGATED FOR A REPLACEMENT BOLL OFF VALVE. FAILURE WOD. CERRITIC CHESTION EXPENSEMENT RESIDENCE OF THE LOX TAN PRESSURE REGULATOR APPRIENTLY RESIDENCE AND THE MESSURE REGULATOR. AND THE SECONDS. MAIRING OF ES.S PSIA AT SA SECONDS. MAIRING OF ES.S PSIA AND SECONDS. WHYICLE TYPECT-LADAR.	PMEUMATIC-A/B TAME PRESS	90-00-188 FUEL TANK RELIEF VALVE, DIAPHRAG	7	710	1:	7 5 8	YES B.H. MADLET	•
CORRECTIVE ACTION-UNKNOWN, VENDORS DIAPMAKH STOCK OMECED. NO DETERIORATED STOCK RETEALED. PREMATIC-ATE PREMATIC-ATE TIGAT-INVERSIONAL PROPERTY OF THE STEPHAL LEGACE AT THE PRIMATY CONSTITUED DUSING PRESSURE VA. TALUME MOSE-LEAR-ENTERNAL, UNIT DECKETED FOR EXTERNAL LEGACE AT THE PRIMATY CONSTITUED DUSING PRESSURE VA. TALUME MOSE-LEAR-ENTERNAL UNIT DECKETED FOR EXTERNAL LEGACE AT THE PRIMATY CONSTITUED DUSING PRESSURE VECASIVE PLEKTING OR DETERIORATED MATCHIAL. TOCKNECTIVE ACTION-VEDORO CHECK FOR DETERIORATED DIAPMAKAN STOCK-NONE WAS FOUND. PRECURATIONAL CONTINUED DECKETED POR CHATERING OF THE ASSERTY AT MORNAL PRESSURE, PROSLEDY COALD NOT TAKE PRESSURE, PROSLEDY COALD NOT TAKE PRESSURE, ACCOUNTING AND THE SASSINE ACCOUNTY RESIDENCY AND THE LOST AND THE DOLL OFF VALVE. COMMECTIVE ACTION-SECOND BOUNCE BEING SIMMEDITAL OPENING OF THE LOX TAKE PRESSURE REGULATOR APPARENTLY RESIDENCY AND INCREASED LOW SUCH MASSERILY RESIDENCY AND INCREASED LOW SUCH AND PRESSURE REGULATOR. AND THEN PRESSURE REGULATOR AND THE LOX TAKE PRESSURE REGULATOR. AND THEN PRESSURE REGULATOR AND THE SASSINE RECLATOR AND THEN BY LESS PRISA AT SAS BECOMDS. MAINTEND OF EACH WAS PRESSURE DECKETED TO TRECT-ROAD THAN PRESSURE FRESHUE PROSSURE STOCK TO FORMER PALLS PROS PAIR AT SAS BECOMDS. MAINTEND OF EACH WAS PRESSURE RECOURS. PRESSURE STOCKET THE SASSORED TO FORMER PALLS PROS PAIR AT SAS BECOMDS. MAINTEND OF EACH WAS PRESSURE DECKETED. STATUT OFFICE AND THE SASONED AT 105 BECOMDS. PRESSURE PROSSURE STOCKETED. WHATCH OFFICE THE SASONED AT 105 BECOMDS. PRESSURE TOTACL THE PALLS PROS PAIR AT SAS BECOMDS. WHATCH OFFICE THE SASONED AT 105 BECOMDS. PRESSURE PRESSURE RECOURS.	FAILURE MODE-INTERNAL		STACE DIAMRACH APP	NOK. 0.080	INCHES U	ż		
TAKE WESTS. THE UNITED AT THE SHIP OF THE SHIP OF THE SHIP OF THE PRIMARY CONTROLLER DURING PRESSURE VA. THE PRIMARY CONTROLLER DIANGESSHERKLIEVALNE, DIANGES AT THE PRIMARY CONTROLLER DURING PRESSURE VA. THE PRIMARY CONTROLLER DIANGES CONTRINED A TEAR 0.000 INCA LONG. THE PATERIAL WAS WERE AND SHORTS, INDICENTIAL OF THE PRIMARY CONTROLLER DURING PRESSURE VERSIONS AND SHORTS, INDICENTIAL PRESSURE ACTION-VERGO DECEMBER OF TEAR 0.000 INCA LONG. THE PATERIAL WAS FOUNDED BY AND SHORTS, INDICENTIAL WAS PRESSURE ACTION-VERGO DECEMBER. PRESSURE TO SHORT AT MORNAL PRESSURE, PROBLEM COLLD MOT INCOMECTIVE ACTION-SECOND BOINGE BEING INVESTIGATED FOR A SEPLACIDENT BOIL OFF VALVE. CORRECTIVE ACTION-SECOND BOINGE BEING INVESTIGATED FOR A SEPLACIDENT BOIL OFF VALVE. FAILURE MODE CREATED OF SHARE PRESSURE REGULATOR. AND PRESSURE REGULATOR APPRESSURE REGULATOR AND PRESSURE REGULATOR APPRESSURE REGULATOR APPRESSURE REGULATOR APPRESSURE REGULATOR AND PRESSURE REGULATOR AND PRESSURE REGULATOR AND PRESSURE REGULATOR AND APPRESSURE REGULATOR APPRESSURE REGULATOR AND APPRESSURE REGULATOR AND APPRESSURE REGULATOR AND APPRESSURE REGULATOR APPRESSURE REGULATOR APPRESSURE REGULATOR APPRESSURE REGULATOR AND APPRESSURE REGULATOR APPRESSURE REGU	CORRECTIVE ACTION-UN	INCHI. YENDORS DIAPMACH STOCK CHECKE	D. NO DETENIORATED B	TOCK REYEAL	s			
TAILURE MODE-LEAR-ENTERNAL. UNIT REJECTED FOR EXTERNAL LEARAGE AT THE PRIMATY CONTROLLER DURING PRESSURE VA. THE PRIMATY CONTROLLER DIAPMASAH CONTRINGD A TEAR 0.000 INCH LONG. THE MATERIAL WAS WORN AND SHORT; INDICE EXCESSIVE PLEXING ON DETERIORATED MATERIAL. COCKECTIVE ACTION-YEDOOR OFCER FOR DETERIORATED DIAPMAZAW STOCK-HONE WAS FOUND. FAILURE MODE VIRUCIURAL, UNIT MEJECTED FOR DUATTERING OF THE ASSEDBLY AT MORNAL PRESSURE. PROSLER COLLD NOT TAKE THE STOCK ACCOUNTY NEED IN LLDS. FAILURE MODE-ERRATIC OPERATION. ERROGEOUS PHATTAL OPENING OF THE LOX TAKE PRESSURE REGULATOR AFFARENTLY RESIDENCE AND INCREASED TAKE PRESSURE REGULATOR. ANDINER FOR A RECHARGE AND INCREASED LOX STOCKING OF THE SALES FROM ES. 8 PAIA AT SA SECONDS. MAITBUILD OF ES. 8 PAIA WAS RECORDS. MAITBUILD OF ES. 8 PAIA WAS REACHED AT 100 SECONDS. WHICLE STYLEST-MODE.	TANK PEESS	90-00-160 Fire Tank Pressurend. I d'Val Ve. Díap Agu	FAR KR 27-00104-3	710 6 00 626		2 g	B.M.MADLEY	1
ACTION-VENCE S. SCITCH-SECON ACTICH-SECON ACTICH-SECON	FAILURE MOR-LEAR-EN' THE PRIMARY CONTROLI ERCESSIVE PLEXIME OR	IERMAL. UNIT REACCTED FOR EXTERNAL LE LES DIATMAGH CONTAINED A TEAR 0.000 DETERICRATED MATERIAL.	ARAGE AT THE PRIMARY INCH LONG. THE MATER	CONTROLLES TAL MAS VOI	DURING IN AND BR	PE 5.5 (ME VALIDATION INDICATIVE OF	
S. STRUCTURALS. S. ACTICN-SECON ACTICN-NALPUNC AND INCREAS AND INCREAS CT-EDRATIC OF WAS REACHED EXT-NONE.	CORRECTIVE ACTION- VE	DOR CHECK FOR DETENIORATED DIAPPRACH	STOCK-NOWE WAS FOUN	á				
IS. ACTICAL-SECON ACTICAL-SECON ACTICAL MALFUME AND INCREAS CT-EMMATIC OF WAS REACHED ECT-MONE.	PREUMATIC-A/B TAM: PRESS	60-00-215 6011-OFF VALVE	FAR E7-80750-3E1	3£ 600927	BYCAMORE	2 Q	9/C	131.181
ACTICN-SECON E-ERRATIC OF ICAL MALFUNK AND INCHEAS CT-ERRATIC OF WAS REACHED EXT-MONE.	FAILURE MODL "TRUCTUS TRMED IN LADS.	IAL, UNIT HEJECTED FOR CHATTERING OF	THE ABSENGLY AT NORM	AL PRESSURE	. mobile	3 00 2 00	D NOT BE COM	
E-ERRATIC OF ICAL MALFUNC AND INCREAS CT-ERRATIC O WAS PEACHE ECT-HOME.	CORNECTIVE ACTICH-SEC		REPLACEMENT BOLL OF	VALVE.				
FAILURE MODE-ERRATIC OPERATION, ERRONGOUS PARTIAL OPENING OF THE LOX TANS. PRESSURE REGULATOR APPABENTLY RES ACH A PECHANICAL MALFUNCTION MITHIN THE REGULATOR, ANOTHER POBBIBLITY WAS INCREABED LOX BLOSHING WHICH CAUS BYSTEM CFFECT-ERRATIC OPERATION, LOX TANK PRESSURE STARTED TO INCREASE PROM 25.6 PSIA AT SA SECONDS. MATHUU OF 25.5 PSIA WAS RECOVED AT 105 SECONDS. PRESSURE THEN DECAYED TO FORMER VALUE OF 25.5 PSIA BY 125 SECONDS.	PMEUMATIC-A/B Tabir PRESS	AEGG-0746F1-4G1-00-76 LOK TANK PRESSURE REGILATOR	P.1647	780 600914	= 2	£ 0	udl († 7	• • • • • • • • • • • • • • • • • • • •
SYSTEM CITECT-CARATIC OPERATION. LOW TANK PRESSURE STARTED TO INCREASE PROM 25.8 PSIA AT 24 SECONDS. MAXIMU OF 25.5 PSIA WAS REACHED AT 105 SECONDS. PRESSURE THEN DECATED TO FORMER VALUE OF 25.8 PSIA BY 125 SECONDS. WEMICLE EPPECT-MONE.	FAILURE MODE-ERRATIC ROM A MECHANICAL MALFU BIVE BONLOFF AND INCHE	OPERATION, ERRONGOUS PARTIAL OPENING MUTION MITHIN THE REGULATOR, ANOTHER LABED TANK PRESAURE,	OF THE LOX TANS PRE PORAIBILITY WAS INC	BSURE REGUR	ATOR APP.	ABENT. WATC	.Y RESULTING F I CAUSED EXCES	
WENTCLE ETFECT-MONE.	SYSTEM CFFECT-EARATIC	COPERATION. LOW TANK PRESSURE STARTED OF AT 105 BECOMDS. PRESSURE THEN DECI	D TO SMEREASE PROM E	3.6 Patra A7	11 VB A1	5 MG	METHUM VALUE	
	WHICLE EFFECT-HOME.							
CONECTIVE ACTION-WARNOUS.	CORRECTIVE ACTION-URB	MOMB.						

GENERAL BYNAMICS CONVAIR BIVIBION

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DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE

87.57EM 8.46 - 87.37EM	TEBT/REPORT MUMBER FAI.ED COMPORENT MANE	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIP	817E PR1	PRI VENDOR HANG OTH VENDOR PART NO	
PHEUMATIC-AZD TANK PRESS	AC-60-0035/38-510-A4-02 HELIUM CHANGE OWER VALVE	CAPTI WE E7-09110-1	2.E 000918	2	7£8	:
FAILURE MODE-FAILURE TO	I OPERATE AT PRESCRIBED TINE- NOTOR OPERATED VALVE FAILED TO CTCLE AUTOMATICALLY AT MEGO.	OPERATED VALVE FAM.E	D TO CYCLE	AUTOMAT	CALLY AT YECO.	
STSTEM EFFECT-OPERATION TATION AT AT AT BOTHE WAS DEPLETED.	SYSTEM EFFECT-OPERATION TOO LONG- FUEL TAME PRESSURE COLLD NOT BE RESTEPPED TO SEGUENCE II UNTIL THE TAME PRESSURIZ TICM BOTTLE WAS DEPLETED.	HOT BE RESTEPED TO	MeuDict	11 weth.	THE TAME PRESSURES	
VEHICLE EFFECT-NOIE.						
CORRECTIVE ACTION-CHAIN	NECOVER VALVE REPLACED.					
PMELMATIC-A/B	AE60-275483-401-00-47 BOLLOFF VALVE	7.164	470 470	\$7 60-3 - 6 0	YE8 NO	•••103
FAILURE HODE-LEAK EXTER OSED AT STACE 3 PRESSUR! HER TESTS.	FAILURE HODE-LEAK EXTERMI. LAUMCH FILMS INDICATED THAT THE LOX TANK BOILOFF VALVE WAS LEAKING AFTER IT HAD BEEN CL OSED AT STAGE S PRESSURIZATION. MAY MAVE BEEN BUE TO A CRACKED TEFLON SEAL AS EXPERIENCED WITH THIS TYPE VALVE ON OT HER TESTS.	NE LOX TANK BOILOFF V	ALVE 1418 L	EAK 196 A	FTER IT MAD BEEN CL.	
SYSTEM EFFECT-MOME. LEJ	STSTEN EFFECT-NOME. LEAKAGE NAS NINOR AND NAS NOT REFLECTED IN ANT OTHER PHEUMATIC STREEK DATA.	ID IN ANY OTHER PHEUR	ATIC SYSTE	M DATA.		
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-UNKIN	HCMM.					
PHECHATIC-A/B TANE PRESS	90-06-176 BOILGFF VALVE-MOTOR	FAR 27-80588-821	£30 \$00£00	*	TES STEMANT MARKER NO BC2-0083	*
FAILURE MODE-LEAK-EXTES CLOSE PROPERLY. BUTTERFI	ERMIL-MEAK MOTOR MAGMETS PREVENTED REGUIRED BRAKING CAUSING FAILURE OF THE BUTTERFLY VALVE TO IFLY VALVE UAS STOPPING PAST FULL CLOSED POSITION ALLONING GAS TO ESCAPE APOUND LIP SCAL.	EQUIRED BRAKING CAUST NED POSITION ALLONING	NG FAILURG , 648 TO E8	CAPE ARC	BUTTEAFLY VALVE TO UND LIP BEAL.	
CORRECTIVE ACTION-60/C	CORRECTIVE ACTION-60/C PROPOSED THAT SIMILAR TYPE VALVES AND 178 CONTROLLER (P/N 27-08112-15) SE RETROTIT MITH POPP T STYLE VALVE (P/N 27-60750) TO INCREASE MISSILE RELIASILITY. REGUEST DIS-ALLOMED.	AND 178 CONTROLLER (F	7/N 27-0611 MED.	F-15) 6	RETROTIT METH FOFF	
PHEUMATIC-A/P	BB-08-185 MELIUM CHAMGEOWER VALVE BATTCH	FAR 27-00116-11	FE 400900	BYC.	YES ROBERTHAN FUL.	
PAILURE MODE-OPEN (ELEC BMONED OPEN ELECTRICAL TA MICROANITCH LEAP DAN	FAILURE MODE-OPEN (ELECT.) THREE UNITS NEAR REJECTED FOM PAILURE TO OPERATE AFTER & TO 8 STATIC FIRINGS. ALL UNITS MONEO OPEN ELECTRICAL CIRCUITS-TWO UNITS CONTAINED WATER IN THE AREAS OF THE MICROSWITCHES AND MOTOR. THE THIRD UNITS ANCHOLINGS AND MOTOR. THE THIRD UNITS ANCHOLINGS AND MOTOR. THE THIRD UNITS ANCHOLINGS AND MOTOR TO OVERHEATING. BY ENCESSIVE CURRENT.	PAILURE TO CHERATE AF IN THE AREAS OF THE P BY ENCESSIVE CURRET	7ER & 10 CROSMIC T.	1 87471C	PIRINSS. ALL UNITS OTOR. THE THIRD UNI	

CONSCIEME ACTION-IT WAS DETERMINED THAT THE PIRE EXTINGUIDMEN STOPPEN AT STCANORE BIRECTED STREAM OF WATER. AT 1540

्रीक्षण्यास्त्राच्याः स्त्रीत्रकारम् स्वार्वे स्वार्वे स्वार्वे स्वार्वे स्वार्वे स्वार्वे स्वार्वे स्वार्वे स्व

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		DIPFICULTIES REVIEW-PURIMATIC STREM-AIRBORNE	MATIC STRIEM-ALABOR	¥				
L	373TEN 346-373TEN	TEATARPORT MUSER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	WENICLE DATE DIF	817E PR1	I WIO	VENDOR NAME VENDOR PART HO	
28	PAIG, CA THE VALVE, A PRO-	PAIG. SA THE VALVE. A PROTECTIVE COVEN WAS PLACED OWER THE VALVE. IN	THE VALVE. INSTRUMENTATION WAS INSTALLED TO DETERMINE IN OPERATION.	# 5 TE	TALLED Y	0 0075	BRINE WALVE B	*
Ž.	PAEUMATIC-A/D Tain: Press	AD40-0041/DAE37/BE-4HO-08-83 BOLLOFF VALVE	COMPOST TE-FRE/DPL	335 \$00007	7	5 8 2	YES CORVAIR ND	
	FAILURE MODE-FAIL DURING A PRESSURE, THE PRESSURE (INTAINING PROPER HISSILE (HE OPERATION. DURING LOX LOAD THE PCV NENT INTO ENERGENCY HODE RECAUSE OF LOW HISSILE LOK TAN E COALD HOT BE RAIBED TO BAPE LEVEL PROM THE LAUNCH OPERATORS PAMEL. SOLLOFF VALVE HAS HOT MA E LOX TANK PRESSURE UNDER AUTOMATIC OPERATION.	I VENT THTO DEAGDIC TRON THE LAUNCH OFTER PETANTON.	Y NODE PEC. Atora Pane	AURE OF	ב מיר	VALVE HAS NOT OA	
	STRIEN EFFECT-OPERATION	# 700 LOF.						
5 0	VEHICLE EFFECT-WORG.		THE CONTROL WIRE IN	THE BLOCK	HOUSE BA	EDENT	. THE BOLLOFF	
<i>-</i>	VALVE WAS MANUALLY CONTROLLED	rolled in this mainer until lok was drained. The bollopp valve was replaced apter the test-	DRAINED. THE BOLLOF	* ****	P REPLAC		ER 1887.	
1 2 3	PREJUNTIC-A/B TANK PRESS	SO-04-E01 DIFFERDITAL PRESSURE BAITON	FAR 27-04130-1	970 600720	4 5	20	HYDRA ELECT. C O.	
	ALLINE MODE-CONTANTING MARS 1. ETR 1. FOUR BM CAUSE OF FAILURES MAS BMCE. THE ORIGIN OF TI	FAILURE HODE-CONTANINATION CAUSED FAILURE DURING OPERATION. SIX BATTCHES NERE COVERED BY THIS FAR-WIR B. FACTORY B. CALDE 1. ETR 1. FOUR SATICHES ACTUATED AT BELOW REQUIRED PRESSURE. ONE DIGERATE-AND, ONE OFFRATIONES CAUSE OF FAILURES WAS THE SAME FOR ALL SMITCHES. IT WAS CORROSION OF THE MIGH PRESSURE CHANSER, BETWEEN THE CAP AND SHOE. THE CHIEFEN MAS NOT DETERMINED. CHE SIMILAR CASES REPORTED IN FAR SD-06-225.	. SIX BATICHES NERE ISSURE, ONE DID NOT MROSION OF THE HIGH BINILAR CASES REPOR	COVERED BY OPERATE-AN PRESSURE (TED IN FAR	THIS FA D. ONE C CHANGER.	A-VIR FEAATE BETVE ES.	E. FACTORY E. D CHRATICALLY EN THE CAP AN	
	CORRECTIVE ACTION-A CHANGE WAS INITIATED	TO HAND ANCOLZE	THE CRITICAL PARTS.	•	į			
¥ =	PHEUMATIC-A/B TAME PRESS	STOSISO DISCOSSECT-RISE-OFF, HELIUM	FAR E7-001E0-7	440	NE RAIDI	10 0	TES B.H. MADLET NO	*
	'AILURE MODE-CONTANTNATS	FAILURE MODE-CONTANINATION. MOISTURE IN PREJUATIC SYSTEM CAUSED POPPET TO CORRODE AND LEAK INTERMALLY.	NUMBER POPPEET TO CORR	ODE AND LE	AR INTEA	MALLY.		
	CORRECTIVE ACTION-POPPET N RESISTANCE, BITE ADVIDE	CORRECTIVE ACTION-POPPET CHANGED FROM 416 STAINLESS TO A 17-7PM ALLOY WITH A DRY FILM LUBRICANT TO IMPROVE CORROSID I RESISTANCE, BITE ADVISED OF EXCESSIVE NOISTURE.	7-7PH ALLOF WITH A E	AT FILM LU	BRICANT	TO 186	ROVE CORROLLS	
Ä	PEUMATIC-A/B TANK PRESS	9F-06-190 HELIUM BUPPLY RIBE-OFF DISCONDECT POPPET	7.4R 27-04120-7	460	2	7£8	YES B.M. MADLET NO	
1	FAILURE MODE-CONTANIMATS MIT MERE THATALLED IN THE PARTS MERE RETURNED FOR F	FAILURE MODE-CONTAMINATION. UNIT REJECTED FOR EXTERNAL LEARASE DURING CMECROUT. INTERNAL PARTS FROM A REPLACEMENT UNITABLED IN THE FAILED INTERNAL MATALLED IN THE MOUSING OF THE REPLACEMENT UNITABLE WITH THE FAILED INTERNAL MATS MERE RETURNED FOR FAILURE ANALYSIS. EXAMINATION OF THE FAILED INTERNAL PARTS REVEALED THE POPPET TO SE AUSTED.	CASE BURING CHECKOUND DUSING OF THE REPLACE PLACE PAILED INTERNAL PA	. INTERNAL EMENT UNIT	PARTS P. VITH 1	A MON	FROM A REPLACEMENT OF THE FAILED INTERNAL POPPET TO BE AUSTED.	
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#316#	TEST/REPORT HUMBER DIF DATA BOUNCE Y	DIF DATA SOURCE	EMICLE	9116		۲
- 1		PART NUMBER	DATE DIF	TIME DIF 07M	OTH VENDOR PART NO	
APPARENTLY THE RESULT OF	OF WATER IN THE GROUND STSTEM. ND STSTEM PURCED AND POPPET MATERIAL CHANGED TO 17-7PM ALLOT COATED WITH A DRY FILM LUBRICANT	. CHANGED TO 17-7PH ,	ורסג כסיננ	A 11.	DRY FILM LUBRICANT	404
PMEUMATIC-A/B TANK PRESS	96-06-184 BOIL-OFF VALVE-9EAL	FAR E7-00130-007	840 80071S	EIR	168 60/C	
FAILURE MODE-LEAK-EXTERNAL. UNIT REJECTED E DROFFED ABOUT 0.29 PSIG PER HIMUTE, COME MTAINED INCLUSIONS AND MANY SMALL VOIDS. 3		FOR EXTERNAL LEARACE IN THE CLOSED, OR LOCKED-OUT, POSITION. TAME PRESSUR SEAL CONTAINED A BREAK ABOUT 0.3 INCHES WIDE. THE TEFLOW SEAL MATERIAL CO SIMILAR CABES REPORTED ON FAR 96-00-204209278.	OR LOCKED- HES WIDE.	007. POB. THE TEFLO	TION. TAME PRESSUR De Séal Matérial co	
CORRECTIVE ACTION-60/C	INITIATED ACTION TO SHOROWE THE BURLITY OF	LITY OF TEFLON USED IN ALL MISSILE COMPONENTS.	IN ALL HIS	SILE COM	OENTS.	
PNE-UNATIC-A/B TANK PKE3S	30-08-182 Boil-Off Valve Bellons	FAR 27-80150-801	600709	ž.	YES 40/C NO	37636
FAILTE MODE-LEAK-EXTER FIRE ON ONE UNIT, THE ROENING OF THE BELLOND IN	TE MOCE-LEAR-EXTERNAL. THREE UNITS REJECTED FOR EXCESSIVE LEARACE AND LOW RESEAT PRESSURE. FAILURE WAS NOT CON ON ONE, UNIT. THE FAILURE WAS CONFIRED ON THE TWO REMAINING VALVES AND THE CAUSE WAS DETERMENED TO BE MORK HA ; OF THE BELLONG MATERIAL DUE TO CYCLING.	ISIVE LEARACE AND LON MAINTING VALVES AND '	A RESEAT PR	FSSURE. I	AILURE WAS NOT CON	
CORRECTIVE ACTION-60/C	TO RE-EVALUATE THIS TYPE VALVE PROM A DESIGN AND GUALITY CONTROL LYE.	A DESIGN AND GUALITY	TY CONTROL	• TANDPOIC	STANDPOINT. RESULTS WILL BE	
PHEUMATIC-A/B TANK PRESS	96-06-177 Manualahutoff Valve, Séal	FAR 27-06100-3	900 600 706	CTA	YES ACBERTSHAN FUL.	•
FAILURE MODE-STRUCTURAL OK. 9 DEG FROM CLOSED WH AL ƏMELLIME AND BUBBEBUE	FAILURE MODE-STRUCTURAL. EXTERNAL LEAR IN CLOSED POSITION RESULTING IN FUEL TAHK PRESSURE DECAY. BUTTEAFLY WAS APPR OK. 9 DEG FROM CLOSED WHEN VALVE WAS IN CLOSED POSITION INDICATING SWAPT MAD TWISTED. VALVE NAD FAILED BECAUSE OF SE AL SMELLING AND SUSSESUENT OVER TONSUING OF SWAPT.	RESULTING IN PUEL TA	INT PRESSUR	E DECAY.	TAMK PRESSURE DECAY, BUTTEAFLY WAS APPR Twisted, Valve Mad Pailed Because of Be	
CORRECTIVE ACTION-60/K	PUNCHABINE VALVES PROM ANOTHER MANUFACTURER.	FACTURER.				
PHEUMATIC-A/B TAMK PRESS	80-06-181 BOIL-OFF VALVE BOLEHGIB BUITCH	FAR 87-60730-607	335 600701	¥ 5	7E8 80/C NO	·
FAILURE MODE-FAIL TO OP	FAILUNE MODE-FAIL TO OPERATE AT PRECRIBED TIME. UNIT REJECTED FOR ERRONEOUS OPERATOR PANEL INDICATION OF OPEN WEN Locaime solemoid was cloned on locked. Butten actuator bien was tipped bidemate and Lodged under a babret.	TED FOR ERRONEOUS OF	ERATOR PAN	EL INDICA	TION OF OPEN WHEN BARN BARN . BARKET.	
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1001 1001 11	DIPFICHTIES REVIEW-PHEUMJIC STRIEM-AIRBORNE	UMATIC STATEN-ALABO	¥			
8787EN 84 0 -8787EN	TEST/REPORT HUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VENICLE DATE DEF	VENICLE BITE PRI DATE DEF TINE DIF OTH	PRI VENDOR NAME OTH VENDOR PART HO	ſ
CORRECTIVE ACTION-VENEGO	CORRECTIVE ACTION-VENDOR NOTIFIED TO IMPROVE THEIR QUALITY CONTROL TO INSURE SATISFACTORY SWITCHES.	T CONTROL TO INSURE (14 TE SFAC TO	IY BUITCHE		:
PHEUMATIC-AZB TANK PRESS	BD-08-175 FUEL TAM PRESSURE REGULATOR	FAR E7-06246-3	980	~	YES 9. H. MADLEY HO 905-0087	
FAILUME MODE-FAIL TO OP TOR MESTMICIED MORMAL ON	FAILUME MODE-FAIL TO OPERATE AT PRESCRIBED TING-THE DUAT CAP ON THE CONTROLLER BLEED ANUT-OFF MECTION OF THE REGULA. OR RESTRICTED MORNAL OMERBOARD FLOW OF 645 AND CAUGED THE REGULATOR TO TRY TO REGULATE TO A MIGHER PRESSURE. CORRECTIVE ACTION-COAR ALERTY AND TAXABLESS BEFORE TO DAMES OF OPERATING REGILARIES AND ACTION-COARS.	REGULATOR TO TRY TO	REGULATE THE	17-077 SEC 10 A M3646	TION OF THE REGULA	
T CAP IN PLACE. INSTALLA	T CAP IN PLACE. INSTALLATION DRAWINGS CALL OUT DUST CAP REMOVAL.	OVAL.				
PNEUNATIC-A/B TANK PRESS	90-06-180 HELIUNCHANGEOWERVALVE, THRUSTMANER 27-08118-11	FAR ER E7-08118-11	740	¥ 5	TES FULTON NO BOS-011E	986159
FAILURE MODE-FAIL DURIN CTUATION TIME.	DURING OPERATION. PLASTIC THRUST WASHERS OF VALME NERE RIBBING VALVE BODY THUS INCREASING VALVE	D OF VALVE NERE RUBB	ING ANINE I	1004 1144	INCLEASING VALVE A	
CORRECTIVE ACTION-LARINDIAL VENDOR INFORMED	MAI. YENDOR INFORMED OF DISCREPANCY.					
PACUPATIC-A/B TANK PRESS	96-06-167 LOX PRESSURE RELIEF VALVE	FAR 27-00103-3	3: 6co 02: 1	18	YES B.M. MADLET NO	• • • • • • • • • • • • • • • • • • • •
FAILURE MODE-CONTABINAT	ANIMATION-FOREIGN MATERIAL RESTRICTED PROPER PRESSURE BENSING BY THE BENSING LINE.	JFG PRESSURE SENSIN	7 7 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	ENSING LIN	i	
CORRECTIVE ACTION-INSTR	HINDTRUCTIONS IBBUED TO ALL INSPECTORS ON	CONTANINATION PREVENTION PROCEDURES.	ENTION PRO	BUES.		
PREUMATIC-A-B TANK PRESS	96-09-167 LOL TANK PRESSURE RELIEF VALVE	FAR 27-00103-3	3£0 6006£1	£18	7£8 100	27760
FAILUME MODE-LEAK-EXTER TH A TAMK PRESSURE OF S	-EXTERMAL. UNIT REJECTED POR EXTERMAL LEARAGE OF BENSIMS PRESSURE AT THE FIRST STACE CONTROLLER WI . OF 8 PSIG. LEAKAGE COULD NOT BE CONFIRMED AND OPERATION OF THE YALVE WAS MORMAL.	IRAGE OF BENSING PRE!	SOURE AT THE	E FIRST 6	TACE CONTROLLER WI	
CONSECTIVE ACTION-MONE-PAILURS NOT CONFIRMED.	FAILURE NOT CONFIRMED.					

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373TEM 318-875TEK	TEST/REPORT MUBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE TINE DIF	OTH	VEHICLE SITE PRI VENDOR PART HO	
PNEUMATIC-A/B TAME PRESS	98-06-187 LOX TAMR RELIEF VALVE SENSE LINE	FAR E7-80023-807	32D 000621	C18	ž č	7£8 69/C HO	****
FAILURE MODE-CONTANTINAT! TANTIMATED WITH A BROWN FI BIZE, TOO MUMEROUR TO CON POHSE, THE BROWN MATERIAN	FAILURE WODE-CONTANINATION, SUBSEQUENT TO THE REJECTION OF THE RELIEF VALVE (BAME FAR) THE SENSE LINE MAS FOUND CONTANINATED WITH A BROAM FIBROUS MATERIAL MESSURING 1X3/38XL/14 INCH AS MELL AS PLASTIC PARTICLES OWEN 175 MICROMS IN SIZE, TOO MUMEROUS TO COUNT, IT WAS CONCLUDED THE CONTAMINANTS RESTRICTED THE LINE CAUSING POOR BENSING PRESSURE RESPONSE. THE BROAM MATERIAL WAS DETERMINED TO BE SAME MATERIAL USED TO PACKAGE PARTS BY 60/C.	THE RELIEF VALVE (9 & INCH AS MELL AS PITS RESTRICTED THE L. USED TO PACKAGE PA	ANE FAR) (LASTIC PAR INE CAUSI)	INE SENSE NTCLES C 66 POOR I	. LINE WCA 1	MAS FOUND CON 75 HICKONS ?N 6 PRESSURE RES	
CURRECTIVE ACTION-ED/C	INSPECTION PERSONEL	MERE INSTRUCTED ON CONTANINATION PREVENTION PROCEDURES.	MEVENTION	MOCEDIA	£6.		
PHEUMATIC-A/B TAIN: PRESS	90-06-160 HELIUMCHAMKEOMERVALVE, THRUBTHABMER 27-06116-11	FAR 27-06116-11	330	y	ភ្នំខ្	YES ROBERT SHAM FU NO LTON CO E63	\$ 5
FAILURE MODE-FAILED DUR ACTUATION TIME.	DURING OPERATION. PLASTIC THRUST MARHERS OF VALVE MERE RUBBING VALVE BODY THUS INCREASING VALVE	IS OF VALVE WERE RUE	BING VALW		£	CREASING VALVE	
CORRECTIVE ACTION-LAKHOLAK.	KNOW. VENDOR INFORMED OF DIBEREPANCY.						
PREUMATIC-A/B TANK PRESS	DA209/83-4MO-02-93 PMEUM TLC 378TEN	COMPOSE YE-FISO/DPL	530 600615	9760-3	ğ Q		***
FAILURE HODE-EXTERN	FAILURE HODE-CXTERNAL LEAKAGE OF GAS. LOW PRESSURE IN MISSILE LOR TAME, CAUSE OF PRESSURE DECREASE UNKNOWN.	ILE LOP TAME. CAUSE	OF PRESSU	RE DECRE	3	KKOAL.	
STREET CHECT-CHEATION TOO LOW. VEHICLE EFFECT-COUNTDOMN ABOATED.	TION TOO LOW. (PCU) PRESSURITATION CONTROL UNIT BAITCHED TO ENERGENCY TOOMN ABORTED.	KOL UNET BATTCHED TO		÷			
CORRECTIVE ACTION-LINEND	exacte.						
PIECHATIC-A/B TAIR. PIESS	96-08-177 Manual Smutoff Val VE , Beal	FAR E7-06108-1	550 600400	CTR	2 8	ROBERTHAN FUL. TON CO	•
PAILURE MODE-LEAK-EXTERNAL, VALVE TANK PRESBURE DECATING AT THE RATE	FAILURE MODE-LEAK-EXTERMAL. VALVE BEAL DIANETER APPROXIMATELY 0.010 LE33 THAN VALVE BODY DIANETER CAUSING LEAKAGE. Vains pressure decaving at the rate of 0.4 Pbi/HB at 8 Pbig pressure.	ILY 0.010 LEBS THAN Pressure.	AALWE BOD	T DIAMET	3	191116 LEARAGE.	
CONNECTIVE ACTION-60/C	D/C PURCHABİM VALVEB PROK AKOTMER MAKUPACTURER.	PACTUR G R.					
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8737EH 8UB-879TEH	TEST/AEPORT NUMBER FAILED COMPOMENT NAME	DIF DATA SOURCE	VEHICLE SITE	\$17E 71ME DIF	PRI YENDOR HANE OTH YENDOR PART NO	Q.
PMEUWATIC-A/B TANK PRESS	FAE FUEL TANK PRESSURE RELIEF VALVE DI 27-D0104-3 APHRAGH	FAF D1 87-08104-3	33¢ 400603	2	TES B.M. MADLET ND	***
FAILURE MODE-INTERNAL LEAK	LEAK DUE TO A BMARP BREAK IN THE PIRBT BIAGE DIAPHRAGM.	RBT BTAGE DIAPHRAGM.		É		
PHEUMATIC-A/B TANK PRESS		FAR GH 27-08104-3	330		VES B.M.MADLEY NO	-
FAILURE MODE-LEAK-EXTERNAL. 316. THE PRIMARY CONTROLLER (MAVING BEEN OMER PRESSURIZED)	FAILURE MODE-LEAK-EXTERNAL, UNIT REJECTED FOR EXTERNAL LEAKAGE AT THE PRIMARY CONTROLLER HAILE PRESSURIZING TO IE P 316. THE PRIMARY CONTROLLER DIAPHRAGH CONTAINED A BHARP BREAK WHICH ACCOUNTED FOR THE LEAKAGE, AND IS INDICATIVE OF MAVING BEEN OMER PRESSURIZED.	ARAGE AT THE PRIMARY EAK MHICH ACCOUNTED	CONTROLLER	KAGE AN	FESSURIZING TO 1E) IS INDICATIVE OF	
CORRECTIVE ACTION-HONE IN	INDICATED ON PAR.					
PAEUNITIC-A/B Takk PRESS	98-08-177 Wanual Shutoff Val Ve , 86a'.	#4R 27-00100-3	500 600931	CTR	YES POSERTEMAN FUL. NO TON CO	189983
FAILUPE MODE-BIRUCTURAL.	FAILUPE MODE-BTRUCTURAL. BEAL SMCLLIMS CAUSED BMART TURNING NUT TO BHEAR OFF.	MG NUT TO SHEAR OFF.				
CORRECTIVE ACTION- VALVE A	REPLACED. GO/C PURCHASING VALYES FROM ANOTHER MANUFACTURER.	FROM ANOTHER MANUFAC	TUFER.			
PREJUATIO-A/D Tank Press	94-08-172 TANK PRESSURE CHECK VALVE-3EAI.	FAR 27-08114-1	600283	CRO	TES B.M. MADLET CO NO	0 000187
FAILURE MODE-LEAK-INTERNAL.	FAILURE MODE-LEAK-INTERMAL-TEFLON SEAL COLD FLOWINS AS A RESULT OF OVER-TORGUING DURING ABSENDLY. CORRECTIVE ACTION-UNKNOMA. 40/A RECOMMENDED VALVE TO BE FIELD REFAIRED.	RESULT OF OVER-TORGY. IELD REPAIRED.	11MG DURING	A B SEIGLY		
PREMATIC-A/D TANK PRESS	08-08-374 FUEL TAWN PRESSURE RELIEF VALVE	FAR ET-08104-3	340	5	7£8 NO	T
PAILWE MODE-PAILED TO GR	OPERATE AT PRESCRIBED TIME-THE VALVE WAS INCORRECTLY ADJUSTED AND PAILED TO OPERATE PROPERLY	VE 148 INCORRECTLY A	OJUSTED AND	87774	io cetaart Pecero	

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	DIFFICULTIES REVIEW-PNEUWATIC SYSTEM-ATROCAME	UMTEC SYSTEM-ATREOM	¥			
3131EH 548-3131EH	TEST/REPORT HUMBER FAILED COMPOMENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE DATE DIF	3176	VEHICLE SITE PRI VENDOR HAME DATE DIP TIME DIP OTH VENDOR PART HO	·
CORRECTIVE ACTION-CONFIL	TRNED-COZA CHECROUT PERSONNEL NOTIFIED FAILURE BUE TO IMPROPER ABJUSTMENT	ED FAILURE DUE TO IN	PROPER ABJU	THENT.		3
PMEUMATIC-A/B	AE60-03EFF-403-00-56 LOX PRESSUR ORIFICE	7.1647	360 900320 83		76.9 00	937480
FAILURE MODE-ERRATIC OP	FAILUKE MODE-ERRATIC OPERATION, THE LOM PRESSURE GRIFICE INDICATED A HELIUM PLOM AT D.4 SECONDS AFTER BECO. TANK PR Essures bid not indicate a regularmement for this Plom.	NDICATED A HELIUM FL	OM AT 0.4 %	ECOIDS AF	IER BECO. TANK PR	
BYSTEN EFFECT-ERRATIC OF IN HELLUM FLOW. SOME UMENT TOR TRANSDUCER MEASURIM	BYSTEM EFFECT-ERRATIC OPERATION. DELTA PRESBURE ACROSS THE LOX PRESBUYE ORIFICE INCREASED, INDICATING AN INCREASE I R HELIUM FLOM. SOME UMMOMN PHENOMENON MAY MAVE OCCURRED WHICH APPECTED THE PLOM OF HELIUM IN THE PRESBURIZATION DUC I OR TRANSDUCER MEASURING ORIFICE.	LON PRESSURE CRIFTIC	E INCREASED M OF HELIUM	, INDICATIN THE P	ING AN INCREASE I RESSURIZATION DUC	
VEHICLE EFFECT-NOWE.						
CORRECTIVE ACTION-NOME.	OTHER POSSIBILITY MAY BE THAT THE	SHOCK ABSOCIA' ED WITH BECO APPECTED INSTRUMENTATION.	H BECO APPE	CTED INST	RUMENTATION.	
PNEUNATIC-A/B TANK PRESS	90-08-171 CHANGEOVER VALVE HOTOR	FAR 27-09136-4	930 W	T TH	TES ROBERTSHAW FUL. NO. TON CO. 249	098740
FAILURE HODE-FAIL TO OP	FAILURE HODE-FAIL TO OPERATE AT PRESCRIBED TINE. CRACK IN CASE OF LIMIT BHITCHES CAUSING BWITCH MOT TO TRANSFER WAS I ACTUATED THUS FAILING TO OPEN CIRCUIT.	CASE OF LIMIT SMITC	ES CAUSING	awitch MO	t to transfer we	
CORRECTIVE ACTION-CONTINED-60/A RECONCINDED	RHED-GO/A RECOMMENDED VENDOR TIGHTE	VENDOR TIGHTEN INSPECTION.				
PMEUMATIC-A/B TANK PRESS	90-U8-173 DIFT PRESSURE TRANSOUCER	FAR 27-08103-1	360 C00413	ETA Y	YES CRESENT EMER C NO O 904-0003	•
FAILURE MOE-FAIL TO OP	FAILURE MOE-FAIL TO OPCRATE AT PRESCRIBED TINE- TRANSDUCER STICKING AND RESPONSE BLOW AS A RESULT OF COIL AND POLE Pottime compound extending above pole restricting diaphragm movement.	R STICKING AND RESK A NOVEMENT.	NDE BLOW AS	A RESULT	סג נמור אם שמוב	·
CORRECTIVE ACTION-FAILUR	CORRECTIVE ACTION-FAILURE CONFIRMED-60/C TAKING CORRECTIVE ACTION WITH VENDOR TO CORRECT DISCREPANCY.	ACTION WITH VENDOR	TO CORRECT	DISCREPAN	ς γ .	
PMEUNITIC-A/B TANK PMESS	DA101/02-401-00-29 BOLOFF VALYE	COUNTDONN	£50 600406	> Z	20	
FAILURE MODE-FAIL DURING	ING OPERATION. SOILOFF VALVE FAILED TO RESEAT PROPERLY.	O REBEAT PROPERLY.				
SYSTEM EFFECT-OPERATION	STRICH EFFECT-OPERATION TOO LOW. MISSILE LOE TANK FAILED TO REACH PLIENT PRESSURE DURING COMMIT SESUENCE.	O REACH FLIGHT PRESI	MI DUTH	COMMIT SE	NEWCE.	
WHICLE EFFECT-COUNTDOOM ABORTED.	N ABORTED.					
					PA4C 0114	

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The same should be taken to be said

	TESTARFORT HUNGER FAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	DATE DIF TENE DI	TIME DIF OTH	OTH VENDOR PART NO	
CONRECTIVE ACTION	COMPECTIVE ACTION-BOLLOFF VALVE REPLACED.					•••
PMEUMATIC-A/B TAMK PRESS	98-09-186 FUEL TANG PRESSURE REGULATOR	FAR 27-00248-3	490 E18		YES B.H.MADLET NO	•••
FAILURE MODE-ERRATIC (ER MO-FLOM COMOTTIONS. DITICMS, THE ACCEPTANCI IOMS AFTER VIBRATION.	FAILURE MODE-ERRATIC OPERATION, UNIT REJECTED FOR ALLCMING TANK PRESSURE TO OSCILLATE RETNEEM 97.5 TO 59.6 PSI, UND ER MO-FLOW COMDITIONS, FLOW TESTS REVEALED 6 PSI PEAK TO PLAK OBCILLATIONS AND LOCKED UP AT 62 PSI UNDER MO-FLOW COM DITICMS, THE ACCEPTANCE TEST REPORT SHONED 5.6 PSI PEAK TO PCAK OSCILLATIONS PRIOR TO VIBRATION AND 2.6 PSI OSCILLATIONS AFTER VIBRATION.	MING TANK PRESSURE TO C P PEAK OSCILLATIONS AND TO PEAK OSCILLATIONS P	SCILLATE PETY LOCKED UP AI RIOR TO VIBRA	EEN 97.5 1 62 PB1 UN 71OM AND 2	O 59.6 PSI, UND DER NO-FLOW CON .8 PSI CACILLAT	
CORRECTIVE ACTION-A	CORECTIVE ACTION-ACCEPTANCE TEST PROCEDURES REVIAED TO ACCEPT UNITS WITH NO MORE THAN 1 PSI PEAK TO PEAK OBCILLATI NS AT A FREQUENCY OF NO MORE THAN 3 CYCLES PER SECOND.	D ACCEPT UNITS WITH NO	MORE THAN 1 P	31 PEAR TO	PEAK ORCILLATI	·——
PHEUMATIC-A/B TAIM PRESS	98-68-175 DIFF PRESSURE TRANSDUCER	FAR 27-00108-1	550 ETA 600324	8 YE 8	CAESENT ENGA. Co. 206	100736
FAILURE MODE-FAIL ABOVE POLE RESTRIC CORFICTIVE ACTION-	FAILURE MODE-FAIL TO OPERATE-TRANSDUCER STUCK IN ZENO MOBITICH AS RESULT OF COIL AND MOLE MOTTING COMMOUND EXTENDED ABONE MOLE RESTRICTING DIAPHRAUM MONENENT. CORP.CTIVE ACTION-CONFIRMED-60/C TAKING CORRECTIVE ACTION MITH VENDOR TO CORRECT DISCREPANCY.	POBLITION AS RESULT OF C	OIL AND POLE	00111146 CC	MPCUMO EXTENDED	
PMEUMATIC:A/D TANK PRESS	AP40-0130/PE-48N-03-53	COMPLAITE-FAB/OPL	550 18 600321	Š		•
FAILURE MOCCCONTANINATION. TANKED APPROXIMATELY \$EG TO 1 278TEM EFFECT-CONTANINATION.	FAILUPE MOC-CONTANINATION. FUCL TAIK PRESSURIZING BYSTEN SAS CONTANINATED MITH FUEL AS A RESULT OF FUEL BEING OMER AINCED AFPROXIMATELY SED TO SDO GALLONS. 278TEH EFFECT-CONTANINATION.	TEN BAB CONTANINATED MI	TH FLEE AB A	RESULT OF	FUEL REINE OVER	
VEHICLE EFFECT-COM	WEMICLE EFFECT-COMPOSITE AND TANKINGS DELAYED AND RESCHEDULES.	dakta.				-
CORRECTIVE ACTION-LINES	LINES AND CONTONENTS REMOVED: CLEANED AND REINSTALLED OR REPLACED. PURGED CONFORMINS AND LINES WE	D AND REIMBTALLED OR RE	PLACED. PURGE	D COMPOREN	73 AND LINES WE	
PHEUMATIC-A/B TANK PRESA	98-08-187 PEMPE LINE BHUTOFF VALVE	FAR 27-09403-3	150 CTA 600317		TES CH-MARK NO	
FAILURE MODE-FAIL DURING IN THE VALVE AS REGULT OF	FAILURE MODE-FAIL DURING OPERATION-UNIT REJECTED BECAUSE THE TURNING KEY COULD NOT BE REMOVED. THE REY WAS THISTED IN THE VILVE AS REGULT OF MOT DEPRESSING THE REY BEFORE IT WAS TURNED.	BE THE TURNIMS KEY COUR. IT WAS TURNED.	D NOT BE REND	4E B. TME A	67 MB 741 PTEG	
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CORRECTIVE ACTION—A SECOND SOURCE FOR THE VALVE IS BEING SOUGHT. THE ITEM VALVE WILL REH ANY FAILURES BY UNITS FABRICATED AFTER 12/01/59. PMEUMATIC—A/B 198-08-163 FAR 14MF PRESS 14MF PR	CONTECTIVE ACTION-A SECOND SOURCE FOR THE VALVE IS BEING SOUGHT. THE ITEM VALVE WILL REHAIN UNDER SURVEILLANCE FOR THE FAILURES BY UNITS FRANCISCO AFTER 12/01/28. EUMATIC-A/B 98-08-155 HE PRESS FIRE TANK PRESSURE REGILATOR DIAPH 27-80400-3 600510 HO FAILURE MODE-INTERNAL LEAR. UNIT REJECTED FOR INTERNAL LEAKAGE THROUGH THE TANK SCHSING CONTROLLER. THE DIAPHRAGH WESTRAINED FROM BALLOOMED AND RESTRAINED. FOUND LEALING PAST THE RETAINING RIVETS WITH THE DIAPHRAGH BALLOOMED AND RESTRAINED. CORRECTIVE ACTION-THE VENOOR NOW CHECKS FOR LEAKAGE WITH THE DIAPHRAGH BALLOOMED AND RESTRAINED. CORRECTIVE ACTION-THE VENOOR NOW CHECKS FOR LEAKAGE WITH THE DIAPHRAGH BALLOOMED AND RESTRAINED. FAILURE WEDE-ATRUCTURAL. UNIT REJECTED FOR EXTERNAL LEAKAGE FROM A CRACK BETWEEN THE MOUNTING FLANGE AND THE THREAD UNDERCUT. LEAKAGE HO! COFTEND. HOMEVER: IT WAS CRACKED.	FAR 500 ETR 3.8 STRATOR LATOR DIAPHRACE FOR LEAGUE THE DIAPHRACE FOR LATOR DIAPHRACH THE TANK SENSING CONTROLLER. THE DIAPHRACH HE DIAPHRACH ALCOONING. ACE WITH THE DIAPHRACH BALLOONED AND RESTRAINED. FAR 58D ETR YES B.M. MADLEY CACK BETNEEN THE NOUNTING FLANGE AND THE THREA CARCKED. CAACKED.	SENSING CONTINUE CONT	MOCEA SURVINGED. TOUCER. THE CO. VEG B. FLANCE A.	SURVETLLANCE FOR LA STRATOR NO. THE DIAPMASEN W VER B.M. HADLEY NO. F VALVE AND SEAL H F VALVE AND SEAL H	
E-INTERMAL NIME PAST 1	EL TANK PRESSURE REGULATOR DI EN TANK PRESSURE REGULATOR DI EN UNIT REJECTED FOR INTERNAL L TAINING RIVETS WITH THE DIAFH TAINING RIVETS WITH THE DIAFH TO HOW CHECKS FOR LEAKAGE WITH THE SECTED FOR EXTERNAL LEAK THED, HOMEVER, IT MAS CRACKED	FAR APH ET-80460-3 EAKACE THROUGH THE TAN ANGH RESTRAINED FROM BA THE DIAPHRACH BALLOOM FAR ET-0812E-3 KGE FROM A CRACK BETHEI	SED ETR 600510 SEHSING CONTINLLOONING. DAND RESTRAS. 590 ETR 600507 N THE NOUNTIN	MED. YES B. HOLER. 1MI	TRATOR COLAPHRACH W H. HADLET TO THE THREAD TE AND SEAL H	**************************************
E-INTERNAL NING PAST ACTION-THE	UNIT REJECTED FOR INTERNAL LIAINING RIVETS WITH THE DIAPH 1 NOW CHECKS FOR LEAKAGE WITH 108-189 141NC DISCONNECT 11 REJECTED FOR EXTERNAL LEAK	THE DIAPHRACH BALLOOM FAR E7-DBIRE-3 KEE FROM A CRACK BETWEE 12ANT GO/C PERSONNEL AC	LLCONING CONTILLOONING. D AND REBTRASS SOD SODSOT NITHE MOUNTIN	YES B. FLANGE AL	H. HAPLEY O THE THREAD	
ACTION-THE	NOW CHECKS FOR LEAKAGE WITH -08-189 -161MG DISCONNECT IT REJECTED FOR ENTERNAL LEAK THED, HOMEVER, IT MAS CRACKED	THE DIAPHRACH BALLOOM FAR E7-DBIRE-3 LGE FROM A CRACK BETHEI 12ANT GO/C PERSONNEL AC	D AND RESTRASS 590 600307 N THE HOUNTIN	YES B. HO. HO. HO. HO. HO. HO. HO. HO. HO. HO	M. MADLEY O THE THREAD TE AND SEAL H	
	-00-169 161MG DIBCOMECT 1T REJECTED FOR EXTERMAL LEAK NED, HOMEVER, IT MAS CRACKED	FAR 27-09182-3 14E FROM A CRACK BETHEI 12ANT GO/C PERSONNEL AL	900307 ETR 900307 IN THE HOUNTIN	YES B HO F FLANGE AL	M. MADLEY O THE THREAD TE AND SEAL H	, , , , , , , , , , , , , , , , , , ,
	II REJECTED FOR ERTERMAL LEAR RMED, HOMEVER, IT MAS CRACKED	KGE FROM A CRACK BETWEI 12ant GD/C PERSONNEL AC	IN THE MOUNTIN	FLANCE AL	O THE THREAD	
FAILURE MODE-STRUCTURAL, UNI UNDERCUT, LEAKAGE NOF COPTR		12ANT GD/C PERSONNEL AL	WISED OF FAIL	ARC OF VAL		
CORRECTIVE ACTION-FAILURE NO ATERIALS. NO FURTHER ACTION.	CORRECTIVE ACTION-FAILURE NOT CONFIRMED. VENDOR AND COGNIZANT 40/C PERSONNEL ADVISED OF FAILURE OF VALVE AND SEAL TERIALS. NO FURTHER ACTION.					
PHEUMATIC-A:B DA164	195	CONTOO! TE-FR0/DPL	190 A-1 600305	ž Š		21.00
FAILURE MODE-FAIL DURING OPERATION-PM REASON FOR FAILURE WAS NOT DETERNINED.	FAILURE MOCE-FAIL DURING OPERATION-PMEIRWATIC SYBTEM FAILED TO MAINTAIH FUEL TANK PRESSURE AT A BATIBFACTORY LEVEL. Eason for Failure was not determined.	ID TO MAINTAIH FUEL TAI	K PRESSURE AT	A 84718FA	TORY I.LYEL.	
STRIEM EFFECT-OPERATION TO L	TO LOM, RESULTING IN LOSS OF FUEL TANK PRESSURE.	L TANK PRESSURE.				
VENICLE EFFECT-LOSS OF VENIC FOLLOWED BY A LOW ORD'A DETOX EVERE FACILITY DAMAGE.	WEMICLE INTEGRITY. LOSS OF PUEL TAME PRESSURE RESULTED IN COLLAPSE OF INTERMEDIATE BULKMEAD DETOMATION AND A BEWERE FUEL FIRE SMICH CULMINATED IN TOTAL DESTRUCTION OF THE MISSILE AND I	AM PRESSURE RESULTED IN 19	N COLLAPSE OF	INTERNEDIA ON OF THE 1	ATE BULKHEAD HIBSILE AND S	
CORRECTIVE ACTION-NONE-VEHIC	WEMICLE HAS MAINTAINED BY BAC. THE DPL HAS COMDUCTED BY SAC, DURING A TIME THE ANY CORRECTIVE ACTION IMPLEMENTED BY BAC IS NOT AVAILABLE.	E DPL MAS CONDUCTED BY BY SAC IS NOT AVAILABLE	84C, DURING A		WENICLE MAS O	
PNEUMATIC-A/B 90-	90-08-159 TANK PRESSURE CHECK VALVE	FAR 87-00114-1	60 WTR	113 9	TES B.H. MADLEY NO	••

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	BYSTEN SL - STSTEN	TEST/REPORT NUMBER FAILED COMPOSENT NAME	DIF DATA BOARCE PART NUMBER	-	VEHICLE SITE	2 6 2 7 2 7	PRI PENDOR NAME OTH VENDOR PART NO	
<u> </u>	CORRECTIVE ACTION-THE CONTAI	THE CONTANIMATION WAS CONSIDERED TO ORIGINATE IN THE GROUND SYSTEM, ACTION WAS TAKEN TO INSTALL D SYSTEM.	AIGINATE IN THE GAOUN	D SYSTEM. AC	11 28 Ma	1ARE	TO EMSTALL F	\$ 2 8 9 9 9 9 9 9 9 9 9 9
185	PHEUMATIC-A/B TAIN PHESS	00-03-161 FUEL TAWK PRESSURE PEGULATOR	FAR E7-00246-5	360	BYCANORE	768 B.N.	.M. MADLEY	**
	FAILURE MODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION- TWO UNITS REJECTED FOR CAUSING TANK PRESSURE OSCILLATIONS BETWEEN 58 AND 42.9 PSIG.	CAUSING TANK PRESSURE	09CIFF410	& BETVEEN		80 42.9 P816	
	CORRECTIVE ACTION-FAILU	CORRECTIVE ACTION-FAILURE NOT CONFIRMED. THEREFORE NO MEANINGFUL CORRECTIVE ACTION CAN BE TAKEN.	EANINGFUL CORRECTIVE	ACTION CAN (JE TAKEN.			
E 2	PNEUMATIC-A/B TAIN PRESS	96-06-156 TANKRESSURESENSIMERISE-OFTDISCOM 27-06129-1 ECT:SEAL	FAR CON1 27-08129-1	29D \$00300	£ .	£ 6	YES ROSERTSMAN FUL.	\$1
	FATURE MODE-INTERNAL UD O UNITS LEAKED BETOWN LIS EARAGL OF THE DIMER THD:	FAILURE MODE-INTERNAL LEAR, FOUR UNITS WERE "EJECTED, ONE EACH FROM 29D, 4DD, 42D AND 43D; FOR INTERNAL LEARAGE. TH O UNITS LEARED BETOWN LIMITS CUE TO A MISSIMS PRODE BEAL IN ONE CASE, AND A LOOSE PROBE COLLAR IN THE SECOND CARE, L EARAGL OF THE OTHER THO UNITS WAS WITHIN SPECT, HOWEVER, BOTH WERE CONTAMINATED WITH METAL AND WOOD CHIPS, WHICH COL LD MANE CAUSED THE LEARAGE AT REJECTION.	ME EACH FROM 290, 4DD IN OME CASE, AND A L BOTH NEME CONTANINAT	. 420 AND 43 008E PROBE. ED MITH META	D. FOR IN COLLAR IN IL AID NOC	4 TE & 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	L LEAKAGE, TH ECOND CABE, L PB, WHICH COU	T 4.3
	CORFECTIVE ACTION-60/C	GOC INITIATED ACTION TO IMPROVE WALLITY CONTROL ON THESE LITENS.	ITY CONTROL ON THESE	11543.				
E =	PNEUMATIC-A/B TANK PGESS	AEFG-0040/P3-402-00-49 LON TANK PRESPURE BENSING LINE	P.3647	490	13 130.32	ž č		4194
	FAILURG MODE-LEAK-EXTER	FAILURC MOE-LEAR-EXTERNAL. THE LOX TANK PRESSURE SENSING LINE WAS DAMAGED AT THE START OF BOOSTER JETTISON.	NE LINE WAS DAMAGED A	T THE STAST	₽ 800€ T	# K	1180H.	
	BYSTEM EFFECT-DEPLETION OF GAS BUPPLY LOX TAN	OF EAS SUPPLY LOX TANK PRESSURE DEOPPED FROM 28.1 TO 13.1 PSIG BETHEEN 338-320 SECONDS AND SAURE DID NOT RECOVER.	Decreso From 26.5 To	13.1 Pale	JETHEEN 11	10.32	SECONDS AND	
	VEHICLE EFFECT-NONE.							
	CORRECTIVE ACTION-CLARIFY ATTACHMENT	FF ATTACHMENT OF LINES TO PUEL TANK	IN AREA OF	POSSIBLE BOOSTER	JETTISON INTERPERENCE.	INTCR	TREMCK.	
1 2 3	PHEUMATIC-A/B TANK PHEBS	94-08-134 BOIL-OFF VALVE/ #0LENDID	PAR E7-80750-805	370 600£00	COMMOS	YES 60/0	D/0	-
- 	PAILURE MODE-PAIL DURING TO, FOR PAILURE OF THE W E MICKEL PLATING MAD WOR	DURING OPERATION. UNIT NAS REJECTED, AFTER A COMPLETE LIPE CYCLE OF TESTING ON VENICLES EAD AND 3 THE VALVE ACTUATING SOLENDID TO ENERGIZE ON SEVERAL OCCASIONS. THE IMPINGED TYPE LUBRICANT AND TH 8 MORM OFF THE WORKING AREA OF THE SOLEWOID PLUMMER. THE LUBRICANT HAD STEM IMPROFERLY APPLIED.	APTER A COMPLETE SIPE Hize om beveral occami Kenold Plumber, the l	CYCLE OF TI OND. THE LIM UBRICANT HAI	187116 ON PINGED TY 9 BEEN 114		LES BAD AND PRICANT AND THE APPLIED.	

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8-51EN 8-8-81EN	TEST/REPORT MUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF T	BITE PRI		VENDOR JANE	
CORRECTIVE ACTION-THE LU ADMERINCE OF THE LUBRICAN	CORRECTIVE ACTION-THE LUBRICANT VENDOR REQUESTED THE PLUNGER BE 64 ADMERENCE OF THE LUBRICANT, THE ABOVE REQUEST WILL BE IMPLEMENTED.	PLUMCER BE GLASS BEAD HOMED PRIOR TO PLATING, TO ALLOW PROPER IMPLEMENTED.	IED PRIOR TO	PLATING	TO ALLOW	PROPER	
PEUMATIC-A/B Taim PRESS	90-00-160 Lox Tank Phebbure Regulator-Diaphr E7-00249-8 Acm	FAR E7-00E48-3	\$ 00\$00 \$	34.	YES B.M. MADLEY NO	DIEV	:
FAILURE MODE-INTERNAL LE AB BURSTED DUE TO BEING O	LEAK. UNIT REJECTED FOR INTERNAL LEARAGE TO THE TANK SENSE LINE. THE TANK SENSING DIAPHRAGH W OVER PRESSURED TO APPROXIMATELY 100 PSIG. A BECOND UNIT WAS SIMILARLY APPECTED.	AGE TO THE TANK BEN PBIG. A BECOMD UNIT	19E LINE, TH	E TANK SI PLY APPEC	.MS1M6 D1AI	3	·
CORRECTIVE ACTION-PROBLE	LEN 1485 WIR PECULIAR. TEST PROCEDURE 1485 REVINED TO PRECLUDE RECURRENCE.	WAS REVISED TO PREC	LUDE RECURRE	SHCE.			
PMEUMATIC-A/B TANK PRESS	90-08-190 LOX TANK PRESSURE REGULATOR-DIAPHR AGH	FAR E7-08101-8	8 003009	4278	YES B.H. HADLEY	DLEY	•
FATLURE MOVE-LEAK-UNIT R RAGM MAS BURSTED DUE TO D	REJECTED FOR INTERNAL LEARAGE OF GAS TO THE TANK BEING OVER PRESSUREZED TO APPROXIMATELY 100 PSIG.	CAS TO THE TANK SENSE INVIEW 100 PSIG.	TANK BENJE LINE. THE TANK PREASURE BENSING DIAPH PSIG.	NX 786 W	116HZ 9CH311	# 0 I A P 4	
CORRECTIVE ACTION-PROBLE OLATED THE SHUT-OFF VALVE ION DUCT AND THE TANK BEN 8.	CORRECTIVE ACTION-PROBLEM MAS PECULIAR TO WIR. TEST PROCEDURE HAS REVISED BO THAT MAENEYER THE VEHICLE TANKS ARE IS CLATED THE SHUT-OFF VALVES AT THE DCU TANK ARE OPENED, ALLOMING CONCURRENT PRESSURIZING THE VEHICLE TANK PRESSURIZATION DIAPHRASH FON DUCT AND THE TANK SENSIMG LINE. THIS WILL PREVENT EXCESSING DIFFERENTIAL PRESSURE ACROSS ANY REGULATOR DIAPHRASH S.	RE HAS REVISED BO THAT WHENEYER THE VEHICLE TANKS ARE IS THE CONCURRENT PRESSURIZING THE WEHICLE TANK PRESSURIZAT INE DIPTERENTIAL PRESSURE ACROSS ANT REGULATOR DIAPHRASH	BO THAT WENEYER THE VEHICLE TAMES ARE IS PRESSURIZING THE VEHICLE TANK PRESSURIZAT L. PRESSURE ACROSS ANT REGULATOR DIAPHRASH	THE YOU IN MANY OF	HOLE TANGE TANG PRES	S ARE IS SSUNIZAT APPRASH	
PIEUMATIC-A/B TANK PRESS	90-00-160 FUEL TAIK PRESSURE REGULATOR/BIAPH 2"-00246-3 RACH	FAR 2 -06246-3	A 002500	ž	TES B.H. MABLET	Dr.C.	*
FAILURE MODE-INTERNAL LE AS BLASTED DUE TO BEING O	LEAK. UNIT REJECTED FOR INTERMAL LEAKAGE TO THE TANK SENSE LINE. THE TANK SENSING DIAPMAGN WOOMER PRESSURED TO APPROXIMATELY 100 PSIG. A SECOND UNIT WAS SIMILARLY APPRECTED.	ACE TO THE TANK BEI PBIG. A BECOMO UNIT	ISE LINE. TH	E TANK SI	143114 DIA 1700.	> 54 F	
CORRECTIVE ACTION-PROMEN IS WIR PECULIAR.	H IS WIR PECULIAR. TEST PROCEDURS N	TEST PROCEDURE NAS REVISED TO PRECLUDE RECURRENCE.	.UDE RECURREI	ŭ.			
PAEUMATIC-A/B Tauk PRESS	99-09-180 Fuel taux Pressure Reculator-Olaph 27-04106-7 Aash	FAR 87-06108-7	. 003000	35	YES B.H. HABLEY	9,5	
FAILURE MORE-INTERNAL LE AB BLMBTED BUE TO BEINE O	LEAR. UNIT REJECTED FOR INTERMAL LEALAGE TO FAC TANK BEING LING. YNE TANK BENBIND BIAFMAAGN W Ower Freisbured to Approximately 150 foig. A become unit was binglarly affected.	AGE TO THE TANK MEN Pold. A BECOMO UNIT	HE LINE. THE	1 14 M T 1	11614 BEAL	****	
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BYSITM BUG-SYSITM	TEST/REPORT HUMBER FAILED COMPOMENT HANK	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317¢ 711€ 91.F	9 P. N. O.	VENDOR HANG VENDOR PART NO	
CORRECTIVE ACTION-P	ROBLEN 18 4TR PECULIAR. TEST PROCEDURE	WAS REVISED	TO PRECLUDE RECURRENCE.	HE.			01 5040
PNEUMATIC-A/B TAIN PRESS	98-08-137 8/AGING DISCONECT/8EAL	FAR 27-00122-1 3	445	618	TES D	VES B.H. MADLET NO	****
FAILURE MODE-LEAR-ED D REAR SEAL- THE LEAR TON. THE-1 PRODE WAS ATED TO SOME EXTENT N	XTERMAL. THREE UNITS: TWO -S AND OME-1 WERE REJECTED FOR LEAKAGE. OME-3 FAILED DUE TO A FRACTURE KAGE OF THE SECOND-3 WAS WITHIN LINITS ALTHOUGH IT COMED HAYE BEEN BEYOND LINITS PRIOR TO REJECT CONTAMINATED WITH MANDENED ONYLUDE, WHICH COULD NOT BE WIPED OFF. ALL THREE PARTS WERE CONTAMINATH SEN:MARD ONTLUDE.	WERE REJECTED FOR I	LEARAGE, ONG- NAVE BEEN BEI IPED OFF, ALL	S FAILED COM LINE . THREE P	P ST RA ST RA	TO A PRACTURE SOR TO REJECT NERE CONTANTI	
CORRECTIVE ACTION-6D/C MAD 1954ED PROBLEMS ARE UNDER INVESTIGATION.	CORNECTIVE ACTICH-GD/C MAD ISSUED INSTRUCTIONS ON THE PROPER APPLICATION OF CHYLUBE ON JAN 15,1960, REC-F MATERIAL POBLEMS ARE UNDER INVESTIGATION.	PER APPLICATION OF	MYLUBE ON J	N 15,190	0. AE	C-F MATERIAL	
PNEUMATIC-A/B TAME PNESS	18-00-133 HELIUM SPHENE RUPTURE DISC	FAR 27-00217-1	310 1	ETA	100	YES FIRE NETAL PRO NO D.	3
FAILURE MODE-STRUCTI PSIG. ALL RUFTURE DI IN A PIECE OF ONE FA CORRECTIVE ACTION-62	FAILURE MODE-STRUCTURAL-TWO DISCS, THE ORIGINAL AND ITS REPLACEMENT, FAILED AT SISO PSIG. SPEC. REQUIREMENT IS SOON PSIG. ALL RUFTURE DISCS NEME MADE FROM THE SAME SHEET OF MATERIAL AND FROM LOT 1. NO MATERIAL DEFECT COALD BE FOUND IN A PIECE OF ONE FAILED DING, NOR IN THE NEW DISCS. FOUR NEW DISCS, FROM LOT 1, RUFTURED WITHIN SPEC. CORRECTIVE ACTION-6D/C ISSUED INSTRUCTIONS TO INCREASE INSPECTION FOR MANDLING DANAGE PRIOR TO AND DURING INSTALLAT	RPLACEMENT, FAILED A MATERIAL AND PROM LO I NEW DISCS, FROM LO RPECTION FOR MANDLII	17 3150 P316. 37 1. NO PATE 7 1, RUPTURED 65 DANAGE PRI	SPEC. R PRIAL DEF WITHIN	Eautr Ect c BrEc.	CHENT IS SOCIOLED BE FOUND IN STALLAT	
PREUMATIC-A/B TANK PRESS	98-08-134 LCF. TANK RELIEF VALVE/DIAPPRACO	PAP. 7-04E10-3	310	E	1 C	B.H. MADLEY	***
FAILURE MODE-EXTERNAL LEAKAGE MAS MOTED FROM NE VALVE, AND, 3N THE S MRAGO.	FAILURE MODE-EXTERNAL LEAK. TWO UNITS REJECTED FOR EXTERNAL LEAKACE FROM THE PRIMARY CONTROLLER VENT. DURING TEST. Leakace was moted from the secondary controller went, rubber and netal prritcles mere found below the diaphrach om (NE VALVE, AND, IN THE SECOND VALVE, REVERAL SMALL PARTICLES NERE FOIND ON EITHER SIDE OF THE PRIMARY CONTROLLER DIA MRAGH.	AL LEAKACE FRON THE LER AND NETAL PARTICO LA NERE FOUND ON ELT	PRINARY CONT ES MERE POUR MER SIDE OF 1	ROLLER V D BELOW HE PRING	74 TA CO	CONTROLLER VEHT, DURING TEST, FOUND BELOW THE DIAPMAKEN ON O OF THE PRIMARY CONTROLLER DIAP	
CORRECTIVE ACTION-60/C	DIC CONTACTED VENDOR ON THIS CONTANTINATION PROBLEM FOR		HIS CORRECTIVE ACTION.	ACTION.			
PAEUNATIC-A/B TAIK PRESS	99-04-153 PREUMATIC BTASING DISCOURCE	PAR 87-08122-3	00200	E	5 5	B.H. MADLET	
FAILURE HODE-CONTANS N. THE GRANULAR PARTS TO PARTICLES UP TO EP	INATION. UNIT IND REJECTED FOR ICLES FOUND MIDNAY BETWEEN THE IS MICROMB.	EVIDENCE OF CONTANTNATION UNDER BLACK LIGHT, PRIOR TO INSTALLATIO BEALS WENT BETHEEN 30 TO 100 NICHON, IN SIZE. SPECIFICATION PERNI	HOER BLACK L	1047. PE	834	O INSTALLATIO	

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X31-0-0-0-0	FAILED CONFORM NAME	PART NUBER		1	ALL THE PARTY NOT AND	
			-			•
CORRECTIVE ACTION-VENDOR	NDOR INDICATED HE WOLLD REVIEW HIS CLEANING PROCEDURES. EVEN THOUGH THE PART WAS WITHIN SPECIFI	EANING PROCEDURES, C	ИЕН ТИОИВН ТИ	E PART MA	MITHIN SPECIFI	
PEUMATIC-A/B TANK PRESS	98-68-132 BENSELINE SMUTOFF VALVE, BEAL	FAR 27-08408-3	240 ETR 400E00		TES CH-MARK NO	
FAILUME MODE-EXTERNAL LEAK. UNIT RI ED SEVERELY IN BOTH CPEN AND CLOSED NO MEASSEDOLY THERE WAS NO LEAKAGE.	FAILURE MODE-EXTERMAL LEAR. UNIT REJECTED FOR EXTERMAL LEARAGE DURING BYSTEM LEAK CHECK. BURING TEST THE VALVE LEAR ED SEVERELY IN BOTH CPEN AND CLOSED POSITION. THREE RUBBED PARTICLES MERE FOUND IN THE O-RING AREA. AFTER CLEANING A NO REASSEDOLY THERE WAS NO LEARAGE.	LARASE DURING BYSTEN PARTICLES NERE FOUN	LEAK CHECK. B D IN THE CHEI	UR196 TES NG AREA.	7 THE VALVE LEAR APTER CLEANING A	
CORRECTIVE ACTION-AL	COMPECTIVE ACTION-ASSEMBLY INSPECTION HAS BEEN INCREASED BY VENDON. EXCESS RUSSED FLASH WILL BE TRINSED FROM THE	BY VINDOR, EXCESS R	BECH PLASH VI	L. 96 TRI	HEED PRON THE BE	
MEUNATIC-A/B Tain. PRESS	ACEJ-0003/81-411-CP-36 PRE35URE CONTGL UNIT, PEGALATOR	CAPTIVE	19 096	28		
FAILURE MUDE-OUT OF TOLE MOTED IN LOX TANK-PRESSINE AT A	FAILURE MIDE-OUT OF TOLIDIANCE. MEN THE PREMATIC SYSTEM WAS SMITCHED FROM GROUND TO INTERNAL A LARKE TRANSIENT WAS MOIDD IN LOX TANK-PRESSURE. THE PCU REGULATOR MAD DRIFTED RELOW ITS ORIGINAL RETITING ALLOHING THE PCU TO REGULATE THE COX TANK PRESSURE AT A LOWER LEVEL THAN THE BETTING OF THE AIMBOINE REGULATOR.	WAS SHITCHED FROM GROUND DELOW ITS ORIGINAL RET THE ALMOONE REGULATOR.	OUND TO INTER NETTING ALLON OR.	24. A 25. 27. A 26. 27. A 26.	CU TO REGULATE T	
SYSTEM EFFECT-MOME. THE TOR.	THE AIRDONNE SYSTEN PROPERLY RAISED THE LOK TANK PRESSURE TO THE BETTING OF THE AIRDONNE REGULA	THE LOK TANK PRESSUR	. TO THE BETT!	\$ \$	AIRBORNE REGULA	
VEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-NOIE.	¥.					_
PNEUMATIC-A/B TAME PRESS	80-38-184 BOLLOFF VALVE CONTROLLER-BELLOM	FAR 8 E7-0611E-15	E30 WFR 600116		TES STEMAT WANTA	:
FAILURE MODE-FAIL DURING FACTORILY AT ANGIENT TEN ON THE BELLONS BUNFACE	FAILURE WODE-FAIL DURING CPERATION— UNIT REJECTED FOR FAILURE TO CPEN VALVE AT 8.85 PBIG. CONTROLLEN CPERATED BATIS Factorily at ambient temperatures, but was errate apper being chilled to-my remember 7. It was determined that prost on the belichs surface can channe the calishation.	MEING CHELLED TO-67 (.7 2.65 Pelc. Ceates 7. 17	CONTROLLI MAS DETE	A OPERATED SATIS	
CORRECTIVE ACTION-60/C	DIC AND AIR PORCE ARE COMBIDERING REPLACIDENT OF THIS VALVE WITH PART ET-SETISS. WHICH IS A MEW P.	LACIDIENT OF THIS VAL	K MITH PART E	7-66750.	WICH IS A MEW P	
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DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

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						OF CONSIDERED A FAILURE.	CORRECTIVE ACTION-MOME-NOT
	LACK LIBNT IN T	a g So	rain und	STANINGNT	ON THE POPPET. CO OR MATERIAL AMALYBI	ON. URIT REJECTED FOR CONTANTIMITION ON THE POPPET. CONTANTIMINT FOUND UNDER BLACK LIENT IN T . THERE WAS INDUFFICIENT MATERIAL FOR MATERIAL AMILYSIS. IT WAS CONCLUDED THE VALVE NOULD H RILY.	FAILURE MODF-CONTANINATION HE MECHANICAL LAB. AT ETR. AME FUNCTIONED BATISFACTORI
	ROBERTONAN FUL TON	<u> </u>	5	90100	FAR 27-00110-11	96-08-147 HELIUM CHANGEOVER VALVE/POPPET	PMEUMATIC-A/B TANK PMESS
	DECISION. THE	差	REVENSED	AIR FORCE	1959, MCMEVER, THE	ISCONTINUED USE OF CHYLUBE IN DEC. 1958, HONEVER, THE AIR FORCE REVENSED THE DECISION.	CORRECTIVE ACTION-60/C DISCONTINUED DISCONECT WAS ELINIMATED ON VEHICLE
	BY HANDENED OK	2	IN IN CA	χ. γε υς 3	NA DURING LEAR CHEC	NI. UHIT REJECTED FOR AN AUDINE LEAK DURING LEAK CHECK. THE LEAK WAS CAUSED BY NANDENED OK CES AND THE KEL-F LIP BEAL.	PAILURE MODE-LEAR-EXTERNAL. TLUBE ON THE MATTHS BURFACES
£	YES B.H.MADLEY	ž 8	£	190 00100	FAR \$7-00123-3	96-08-140 PREUMTIC STAGING DISCONCECT/SEALA 27-00123-3 NT	PMEUMATIC-A/B TAME PRESS
	wt.	*	E ABJUST	IN THE CAT I	UT TO PREVENT LOOS	MITIATED ACTION TO INSTALL A LOCK NUT TO PREVENT LOCACHING OF THE ADJUSTING NUT.	CORRECTIVE ACTION-60/C INIT
	VEHICLE CHECKOU THE NUT PROVID	1	DURING FIN	PF VALVE I	E TO CONTROL BOIL-OF THE BYLLONG MAR I	OPERATION-UNIT REJECTED FOR FAILING TO CONTROL BOIL-OFF VALVE DURING FIRST WENICLE CHECKOU HE ADJUSTING HUT ON THE TANK SIDE OF THE BILLONG WAS WERY LOOSE. READJUSTING THE MUT PROVIDE CONTROLLER.	FAILURE MODE-FAIL DURING OPERATION-UN 1. EXAMINATION REVEALED THE ADJUSTING ED PROPER OPERATION OF THE CONTROLLER.
<u> </u>	TES STEIMRT IMANER NO	ž 6	£	00 100 0	FAR 27-00112-15	98-04-145 BOIL-OFF VALVE CONTROLLER ADJUSTIN 27-08112-15 6 NUT	PMEUMATIC-A/B TAM PMESS
	LED UNIT MANUFA	3	IPPRACHS.	TONING DI	TEPLON TOOL FOR INSERTING AND POSITIONING DIAPMRAGHS. FAILED UNIT NAMERA	1	CORRECTIVE ACTION-VENDUM NOW USING SPECIAL CTURED PRIOR TO INCORPORATION OF THIS TOOL.
	USE OF PUNCTURE	3) apmarch,	CONTROL (JAED HETERING VALVE	AL THROUGH WENT PORT DUE TO A PURCTURED HETERING VALVE CONTROL DIAPHRAGH, CAUSE OF PUNCTURE H.	FAILURE WOE-LEAR EXTERNAL
3 0000	YES HABLEY NO	ž č	Š	326 600100	FAR E7-06846-9	90-08-148 Tank Pressumenegula tor i Diaphragh	PHEUMATIC-A/B TAME PRESS
· · · · · · · · · · · · · · · · · · ·	BITE PRI VENDOR HANG	981 01H	114E 01F	VEHICLE DATE OF	DIF DATA SOURCE PART NUMBER	TEST/REPORT NUMBER FALLED COMPONENT NAME	STSTEM BUB-STSTEK

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15 JUN 1946	DIFFICULTIES REVIEW-PREUMATIC STATEM-AIRBORNE	MATIC STATEM-AIRBOR	Ų				
316-315K	TEST/REPORT NUMBER FAILES COMPOMENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	317E 718E DIF	OTH VEN	BITE PRI VENDOR MANE TIME DIF OTH VENDOR PART NO	
PRECHATIC-A/B TANK PRESS	98-08-131 FUEL TANK RELIEF VALVE/POPPET	FAR 7-002:0-3	200 400100	£13	7£8 8.8	TES B.H. MADLET MO	33.
FAILURE MODE-OUT OF SPECI ME SECONDARY CONTROLLER PO WE OPERATED PROPERLY.	CCIFICATION, UNIT REJECTED FOR FAILURE TO RELIEVE AT 64 PBIG. THO METAL CHIPS MERE FOUND IN T POPPET CHANGER BELOW INE DIAPHRAGH. UPON REHOVAL OF THE CHIPS AND CLEANING THE PARTS THE VAL	58	PBIG. TWD CHIPS AND	METAL CHI	20 MG 7	64 PBIG. TWO WETAL CHIPS WERE FOUND IN T THE CHIPS AND CLEANING THE PARTS THE VAL	
CORRECTIVE ACTION- VENDOR	NOTIFIED OF THE CONTANIMATION IN THE SECONDARY CONTROLLER FOR HIS CORRECTIVE ACTION.	HE BECCHDARY CONTRC	LLER FOR +	118 CORREC	TINE AC	110M.	
PMEUMATIC-A/B TANK PRESS	90-119-150 601GFF VALVE PLUG WIRE	FAR 27-90508-621	200 600100	ETA	5 G	STEMAT WANEA	3
FAILURE HODE-FAIL DURING OPENATION. MGS. ELECTRICAL CHECK MEVEALED A COLI	FAILURE HODE-FAIL DURING OPENATION. UNIT REJECTED FOR FAILURE TO ACTUATE DESPITE PROPER CPERATION ON PREVIOUS TANKI MAS. ELECTRICAL CHECK REVEALED A COLD SOLDERED WIRE IN THE MALE PLUG WHICH CAUSED INTERMITTENT OPERATION OF THE VALV E.	ME TO ACTUATE DEBPI MLE PLUG WATCH CAUS	TE PROPER ED INTERM	OPERATION	a Ge Prei	CF THE VALV	
CORRECTIVE ACTION-6D/C TO	TOOK ACTION TO INSURE PROPER ELECTRICAL CONNECTIONS. VENDOR WAS MOTIFIED.	ICAL COMECTIONS. M	1000	OTIFIED.			
PMEUMATIC-A/B TANK PRESS	90-08-148 BOIL-OFF VALVE CONTROLLER HOTOR	FAR 27-80388-821	2 20 2001 00	ž	5 Q	TES BIEMMT MANGA ND	35.5
FAILURE MODE-LEAR-UNIT RE CYCLED SEVERAL TIMES IN I SMORTED ACROSS TWO COMMU	FAILURE MODE-LEAK-UNIT REJECTED FOR SEVERE INTERNAL LEAKAGE DURING THREE LON TAKTINGS. THE VALVE SEALED AFTER BETING CYCLED SEVERAL TIMES IN EACH CASE. THE BUTTERFLY WAS OVERTRAVILING THE FULL CLOSED FOSITION. THE NOTOR ARMATURE WAS SMORTED ACROSS TWO COMMUNITOR SEGMENTS BY A PIECE OF METAL. MOTOR BRUSHES NERE PITTED.	COURTING THREE LOX - LANGE FULL CI	74KTM63.	74E VALVE 1108: THE	REALED HOTOR (MEALED AFTER BEING NOTOR ARMATURE WAS	
CORRECTIVE ACTION-60/C M	NOTIFIED THE VENDOR OF THE PROBLEM	THE PROBLEM TO HELP AVERT BINILIAR PAILURES.	IA FAILURE	٠			
PMELHANTIC-A/B TANK PRESS	68-08-128 HANIAL BHUTOFF VALVE-BEAL	FAR 27-02178-3	6001000 6001000	£13	and the second s	ROBERTOWN FUL. TON	8 17.8
FAILURE MODE-LEAR IMTERNAL TH O BEAL MATERIAL NOT BEING COMP ORTION AND BUBBEBUENT LEARAGE.	ROJEM BUTTERFLY BEAL ATIBLE WITH RP1 FUEL	GIVING CATIONTED PATABURE DECREASE OF AND FUNES. FUNES CAUSED SEAL TO SMELL	CAEANE OF L TO BACIL	OK PSIS RESULTIN	ž 3	ONE PRIG PER NIN. WAS DUE T RESULTING IN BUTTERPLY EIST	
CORRECTIVE ACTION-A FUEL	CORRECTIVE ACTION-A FUEL COMPATIBLE VALVE WAS FABRICATED. THE NEW DESIGN IS UNDER QUALIFICATION TESTIMS.	THE NEW DESIGN 18 V	DER GWLI	P1CA 710M	7891186		

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9961 407 51	DIFFICULTIES REVIEW-PHEUMATIC STREM-AIRBORNE	MATIC SYSTEM-AIRBOR	¥			
272 TKK 240-573 TCM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DATE DIF	8116 P31	I YENDOR MANK H WENDOR PART NO	
PHEUMATIC-A/B TAIM: PRESS	8-1815/3-409-87-38 REGULATORINETDUCT, 9EAL	CAPTIVE	356	01 YES	e e	***
FAILURE MODE-OUT OF SPECIFICATION OR IN COMPARISON TO PREVIOUS TESTS. THIS OS WITH LME.	tolerance. Nas attribu	TEMPERATURE AT THE LOX TANK PRINTED TO NOT COMPLETELY FILLING	ESSURE AEG THE BOOSTEJ	AATOR INLE I TAIK MELI	PRESSURE REGULATOR INLET WAS VERY HIGH SE THE BODSTER TAIK HELIUM BOTTLES SHIBOU	
STRIEN EFFECT-NICH TENPE	CRATURE ENVIRONMENT. THE MELIUM TEMPERATURE IMB MIGHER THAN MORNAL.	ERATURE WAS HISHED	THAN HORMAI	•		
VEHICLE EFFECT-NOICE						
CORRECTIVE ACTION-UNKNOWN	č					1-
PMEUMATIC-A/B TAME PRESS	98-04-116 DISCOMECT COUPLING - TAKE MENGING E7-041E9-3	FAR : 27-00129-3	301800	ETA YES	YES ROBERT SHAW FU ND LTON	22000
FAILURE MODE-LEAK-LEARED MAYERIAL.	FAILURE MODE-LEAK-LEAKED BEYOND SPECIFICATION TOLERANCE OF 25 CUBIC INCMES/MIN. WHICH WAS CAUSED BY MARD KEL-F BEAL Material.	ES CUBIC INCHES/MI	£ 1015 :	CAUSED 81	T MARD KEL-F BEAL	
CORRECTIVE ACTION-STUDY FROM USE OR AGING.	INITIATED TO DETERHINE IF EKCESSIVE SEAL MARINEDS IS INCURRED DURING NAMUFACTURE OR RESULTS	: SEAL MARONEDS 18	INCURRED DA	Althe BANKE.	ACTURE OR RESULTS	
PPEUMATIC-A/B TANK :NESS	98-08116 TAKE BENEING RISEOFF DISCOMECT, B E7-06129-1 EAL	FAN 1 E7-04[29-1	991800	¥ ¥	YES ROBENTONAN PUL. NO TON	3507.0
FAILURE MODE-LEAR INTERN	MML AT 25 CUBIC INCHEB/MIN, WHICH WAS CAUSED BY MARD KEL-F SEAL MATERIAL.	AS CAUSED BY MARD KI	מ-ר שמו א	ATERIAL.		
CORRECTIVE ACTION-STUDY FROM USE OR AGING.	INITIATED TO DETERMINE IF EXCESSIVE SEAL MARDNESS IS INCURRED DURING NAMUFACTURE OR AESULTS	E SEAL MARONESS IS	INCURRED DU	RENG NANCE	ACTURE OR AESULTS	
PREJUANTIC-A/B TANK PRESS	99-04-134 FAR 318COMECT STAGING-TANK PRESS-O-RI 27-08124-3 NG	FAR 1 27-00124-3	251 F00	5	TES B.H. MADLET MO	997303
FAILURE WODE-LEAK-EXTERN RIED BEAL LUBRICANT.	RIMIL-LEAKAGE REPORTED BURING FIRST PRESSURIZATION CMECKS ON HISSILE 220. Possibly Caused By	ACLOURIZATION CHECK	0 OF N18631.	904 1022 1	818LY CAUSED BY B	
CORRECTIVE ACTION-PAILM TO BE MONITORED BY 40/C.	CORRECTIVE ACTION-PAILURE NOT CONFIRMED. PAILURE COLLD NOT BE BUPLICATED. USE OF LUBRICANTS ON BISCONNECT FITTIMES O SE MONITORED ST 40/C.	SC BUPLICATED. USE	or cusates	MT8 ON 818	CONCE FITTIMS	
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	DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE	HATTE STATEM-AIRBO	7		j		,
8757EM 8UB-8757EM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIP	11 M 01 F	2 5 0	PRY VENDOR NAME OTH VENDOR PART HO	
PMEUMATIC-A/B TANK PME33	98-08-130 TANK PRESSURE CHECK VALVE-O-RING	FAR E7-06114-1	150	5	2 9	B.H. MADLET	901190
FAILURE MODE-LEAR-EXTE	FAILURE MODE-LEAR-EXTERMAL. LEARAGE BETHEEN VALVE BOOY AND END CAP CAUSED BY NICKED O-RIMG.	END CAP CAUSED BY	NICKED O-RI	į			
CORRECTIVE ACTION- VENE	CORRECTIVE ACTICH- VENDOR REVIEWED ASSEMBLY PROCEDURES AND IMPLEMENTED CORRECTIVE ACTION BY MORE STRINGENT QUALITY ONTROL.	IMPLEDENTED CORREC	TIVE ACTION	BY HORE	. stri	MCENT QUALITY	
PHEUMATIC-A/B TANK PRESS	96-96-141 Boil-Off /ALWE/MOTOR	FAR 27-80586-821	59160 99160	ETR	5 ō	STEWAT MANGA	•
FAILURE MODE-EXTERNAL LE ENT PAST CLOSED POSITION FOUND TO MAVE MEAK PERM	FAILURE MODE-EXTERMAL LEAK. UNIT REJECTED FOR A SLOW DECAY IN TANK PRESSURE AFTER A TANKING TEST. VALVE BUTTERFLY M Int past closed position before stopping. A replacement motor allomed proper valve operation. The original motor was Found to have mear perimnent magnets, which prevented required braking.	IN TANK PRESSURE A R ALLONED PROPER V RED BRAKING.	FTER A TANK ALVE OPERAT	186 TEST	* 8	VE BUTTERFLY W	
CORRECTIVE ACTION-40/C TOOK NECESSARY OFOR REGULATING REMOVAL OF INCHESTS WILL	TOOK NECESSARY STEPS TO INSURE 6000 MANETS ARE USED IN EXISTING BOILOFF VALVES, REMONA OF OF MANETS WILL BE DONE BY VENDOR.	MARETS ARE USED I	N EX1871NG	BOLLOFF	VALM	13. REMORK OF H	
PREUNATIC-A/B TANK PRESS	D0-08-139 RELIEF VALVE VENT DUCT-STAEING DIS 27-06205-7,-11 COMMECT	FAR 27-06205-711	940 941 E00	8YCAHORE	20	3/09	0.2550
FAILURE MODE-CONTANTMATION. UNIT REJECTES NOED TOGETHER BY DRIED OXYLUBE LUBRICANT.	TION. UNIT REJECTED FOR FAILURE TO SEPARATE UNEN DENUTING THE VENICLE. THE TWO MALMES MERE BOOKTLUBE LUBRICANT.	PARATE WEN DEWT	# 74 YEA	CLE. TH	<u>\$</u>	MALVES MERE BO	
CORRECTIVE ACTION-60/C DIRECTED THE UNE OF ORY	INITIATED ACTION TO PUNCE ALL CHYLUBE IN THE FACTORY IN ZAVOR OF INVECCO 33, MONEVER, THE HALBEE GOVE PERSONNEL THEN WERE TRAINED IN THE PROPER APPLICATION OF CHYLUBE.	E IN THE FACTORY I	H ZAVOR OF	I INTECCO OF ORVE	38	ICHEVER, THE AF	
PMEURATIC-A/B TANK PMEJS	98-09-136 Tayring Baure Check Val Ve 186al	FAR 27-06114-1	150	5	5 5	VES B.M. MADLEY NO	***************************************
FAILUME MODE-LEAK-EXTERNAL. ADLY MICKED.	AMAL. UNIT REJECTED FOR EXTERMAL LESANGE. THE O-RING BETWEEN THE VALVE BOOY AND END CAP UND B	AGE. THE O-RING BE	THEEN THE Y	ALVE BOX	¥	S END CAP MAS B	
CORPECTIVE ACTION-VEND	CORPECTIVE ACTION-WINDOR INVESTIGATED ASSEMBLY PROCEDURES FOR CAUSE ENGRETED.	8	O-RIPS DAIMAGE. CC	CORRECTIVE	r ACTION	100 VILL BE 110	
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819 - 818 TEN	FAILED COMPOSENT NAME	DIF DATA SOURCE	VEMICLE DATE DIF		2 5 5	THE BIF OTH WINDOR PART NO	
MEUNATIC-A/B TAKK MESS	98-08-134 TANK PRESSURIZATION STACING DISCON 27-DSIE4-3 NECT	FAR CON 27-08124-3	39160	5	ž g	YES B.M. MADLET MO	=
FAILURE MODE-LEAR-EXTERNAL. NAS MOT COMTRMED. ALTMOUFH. SINILAR PROBLEM NAS REPORTED	FAILURE MODE-LEAR-EXTERNAL. UNIT WAS REJECTED FOR LEARAGE DURING THE FIRST PRESSURE CHECKS ON THE VEHICLE. FAILUME WAS MOT COMFIRMED. ALTMOUTH, IT MAY MAYE BEEN CAUSED BY DRIED OXYLUBE, THE SEAL OF WHICH FAILS AY FIRST MONEMENT. A SINILAR PROBLEM WAS REPORTED ON FAR DA-DS-114.	E DURING THE FIRST PR RIED OXTLUBE, THE BEA	EBBURE CHE	CKB ON TO	÷	ICLE, FAILURE I MOVEMENT. A	
CORECTIVE ACTION-6	CORECTIVE ACTION-RECOMENDED ONTLUBE NOT BE UNED ON RISE-OFF OR STAGING DISCONNECTS.	E-OFF OR BTAGING DIBC	DIMECTS.				
PACUALIC-A/B Take PRESS	90-06-136 Boll-OFF VALVE	FAR 27- 30568-621	501123	Ę	88	STEVART WARNER	-
FAILURE MODE-FAIL TO TER INSTAILATION. AN PPED AS POMER MAS APP	TO OPERATE AT PRESCRIBED TIME. UNIT REJECTED FOR FAILURE TO OPEN DURING THE FIRST DRY CHECKOUT AF 8 ELECTRICAL CHECK INDICATED PINS BAND C OF PLUG 1807 WERE GROUNDED SINCE THE CIRCUIT BREAKER TRI PLIED. THE VALVE HAD PERFORMED SATISFACTORILT FOR 73 CYCLES PRICR TO THIS INSTALLATION.	JECTED FOR FAILURE TO C OF PLUG JEOF WERE ACTORILY FOR TS CYCLE	OPEN DURIS GROUNDED B B PRIOR TO	100 THE F	CIRCL STALL	DRY CHECKOUT AF 111 BREAKER TRI 1710N.	
CORRECTIVE ACTION-NO	ONE-FAILURE CONSIDERED TO BE IN THE GROUND INSTALLATION.	ACUND INSTALLATION.					
PREUMATIC - A/B TANK PRESS	90-06-137 LON TANK PRESSURE REGULATOR DUST C ET-08245-3 AP	FAR IT C E7-04245-3	230 501821	1 2	ទី ទ	YES B.H.HABLEY	13 15 1
FAILURE MODE-CUT OF OF THE WENT DUST CAR	' TOLERANCE, UNIT REJECTED FOR REGULATING OUT OF LIMITS. THE UNIT OPERATED PROPERLY AFTER REMOVAL. 183.	ING QUY OF LIMITS. TH	E UNIT OPE	27 CD 74	25	" AFTER RESOVAL	
CORRECTIVE ACTION-60/C	10/C HOTIFIED ALL BARES TO REMOVE THE DUST CAPS PRICK TO OPERATION.	DUS' CAPS PRICK TO CP	ERATION.				
PMEUMATIC-A/B TAMK PRESS	96-04-170 BOIL-OFF VALVE CONTROLLER BASTON	FAR X 27-00112-15	200 901110	C1A	ž 8	YES STEMBT WANEA	77.
FAILURE MODE-FAIL DURING OPERAT MITCH CONTACTS MERE POUND FUNED.	FAILURE MODE-FAIL DURING OPERATION- UNIT REJECTED FOR FAILURE TO CLONE THE BOIL-OFF VALVE AT ANDIENT JENFERATURE. TITCH CONTACTS MERE POUND FUSED.		IL-OFF VAL	WE AT AN	DIENT	TENPERATURE	
CORRECTIVE ACTION-6	CORRECTIVE ACTION-60/C REBUESTED THAT THIS YALVE BE REPLACED BY NEW POPPET STYLE CONTROLLER, PART 87-80750.	ACED BY NEW POPPET ST	TLE CONTRO	LLEA, PAI	-	.0780.	
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	DIFFICULTIES REVIEW-PMEUMATIC STSTEM-AIRBORNE	UMATIC STSTEM-AIRBOM	Ä			
3737EM 3.40-3737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VENDOR NAME OTH VENDOR PART NO	
PMEUMATIC-A/B TANK PRESS	9D-38-16E MANUAL BHUTGFF YALVE	FAR E7-08108-3	991110	A P	YES ROBERTSHAW FUL.	
FAILURE MODE-FAIL DURING APT MERE SHEARED, CAUSED	OPERATION- UNIT REJECTED FOR FAIL BY THE BUTTERFLY SEAL ADMERING TO	UNE TO CHEM. THE RET THE WALL OF THE VAL	IETB ATTACH	# # # # # # # # # # # # # # # # # # #	UTITAFLY TO THE SM.	
CORRECTIVE ACTION-6D/C PREUMATIC-A/B TANK PRESS	CORRECTIVE ACTION-60/C HAS IN NEW DESIGN IN QUALIFICATION, EUMATIC-A/B 90-00-136 MK PRESS BOIL-OFF MALVE	70 BE AVAILABLE BY APPIL 15, 1960 FAR 250 WTR 27-80568-821 591100	250 201100	. at 5	YES STEWNT WARKEN	60702
FAILURE MODE-FAIL TO OF	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME- VALVE FAILED TO OPEN. CORFECTIVE ACTION-NO RECOMPONATION-FAILURE NOT VERIFIED.	LED TO GPEN.				
PNELMATIC-A/B TAME PRESS	90-00-132 SOLENDIDOPER. CHECK VALVE-HELI URSEAL 27-00117-9 ANT	FAR L 27-00117-8	210 591100	A P	YES INTERSTATE EME	***
FAILURE MODE-FAIL TO OF VALVE FROM ACTUATING.	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TINE, ENCESSIVE REL-F GREASE USED DURING HELIUM PANEL ASSEMBLY PREVENTED Valve from actuating.	KL-F GRASE USED	DURING HELT	UN PANEL	ABSCHOLT PREVENTED	
CURRECTIVE ACTION-HELIUM	UN PANEL TO BE ASSIDENCE WITH A HINIMUM OF LUBRICATION.	MUN OF LUBRICATION.				
PNEUMATIC-A/B TANK PRESS	90-04-13E MELIUM PRESSURIZATION PAMEL ABSENG E7-80064-19 LY	FAR B 27-80064-19	£10 991100	ŝ	TES COLCONVAIR NO	10110
FAILURE MODE-CONTANIMATI	TICH-EXCESS KEL-F GREASE WED DUNING ASSEMBLY WHICH BECAME LEDGED IN SCLENDID VALVE RT-DALLY-	, ASSEMBLY WHICH BEC	ANE LCOGED	1H 30LEM	110 VALVE 87-00117-	
CORRECTIVE ACTION-MELLUM	UN PAHEL TO BE ABBENDLED WITH A HIHIMUN OF LUBRICATION.	MUM OF LUBRICATION.				
PMEUMATIC-A/B Tank PRESS	BO-00-133 FUEL TAIK PRESSURE REGULATOR-BEAL	FAR 87-00246-3	991100	SYCAMORE	VES B.H. MADLEY NO	
FAILURE MOE - LEAK EXTE	FAILUPE MIDE - LEAK EXTERNAL, LEAK THROUTH PUNCTURED REGULATING VALVE POSITION CONTROL BIAPHRASH, AS A RESULT OF BE INS PINCHED DURING VENDOR INSTALLATION.	ATING VALVE POSITIO	N CONTROL D	1 A Pertia	AS A RESULT OF BE	

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DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRSORNE

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DIF DATA BOUNCE VEHICLE SITE PRI VENDOR HAME PART HOMBER DATE DIF THE DIF OTH VENDOR PART NO		370 EDWARDS YES STEWART WARNER 591100 NO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, FIVE CONTROLLERS REJECTED DUE TO FAILURE TO OPEN/CLOSE BOILOFF VAL. WE. RESULTED FROM HIGH LIMIT SMITCH FAILING TO ACTUATE OR DEACTUATE DUE TO TEMPERATURE MUNIDITY EFFECTS OR INEFFICIE MI LIMAGE.	CORFECTIVE ACTION-A RETROFIT ON MSL 13D WITH DOUBLE IN SERIES, BOLLOFF VALVE, NEW POPPET TYPE PNEUMITCALLY OPERATE D VALVE TO BE INSTALLED ON MSL 24D AND 37D. WENDOR TO REDESIGN PRESSURE CONTROLLER FOR BETTER OPERATING CHARACTERIST ICS. 1413 UNIT NOT USED ON SUBSEQUENT MISSILES.	240 EDMARDS 7ES STEMAT MARKER 08112-7 991100 NO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. CONTROLLER REJECTED DUE TO FAILURE TO OPEN/CLOSE BOILOFF VALVE DUR ME LOE TANKING. CAUSED BY MIGH LIMIT BAITCH FAILING TO ACTUATE OR DEACTIVATE DUE TO TEMPERATURE MUMIDITY EFFECTS OR INCIPETCIENT LINKAGE.	T ON MSL 150 WITH DOUBLE, IN SCRIES, BOILOFF VALVE. NEW POPPET TYPE PHEUMTICALLY OPERAT MSL 240 AND 37D. VENDOR TO REDESIGN PRESSURE CONTROLLER FOR BETTER OPERATING CHARACTERIS SUBSEQUENT HISSILES.	370 EDWARDS YES STEMANT WANNER D0112-15 501100 NO	FAILURE MODE-FAIL TO UPERATE AT PRESCRIBED TIME, CONTROLLERS REJECTED DUE TO FAILURE TO OPEN/CLOSE BOILOFF VALVE. A ESULTED FROM MIGM LIMIT BATTOM FAILING TO ACTUATE ON DEACTUATE DUE TO TEMPERATURE MUNIDITY EFFECTS OR INSPICIENT LI MANGE.	CORRECTIVE ACTION-A RETROFIT ON MBL 53D WITH DOUBLE IN BERIES, BOLLOFF VALVE, MEW POPPET TYPE PREMATICALLY DPERATE. * VALVE TO BE INSTALLED ON MBL E4D AND 37D. VENDOR TO REDESION PRESSURE CONTROLLER FOR BETTER OPERATING CHARACTERIST CS. THIS UNIT NOT USED IN BUBBEAUENT HISSILES.	PAGE 0147
TESTAREPORT NUMBER DIF	CORRECTIVE ACTION - VENDOR TO USE SPECIAL TOOL TO INSERT AND POSITION DIAPHRAGHS.	9A-08-131 LOE BOILOFF VALVE CONTROLLER, BMIT E7-0811E-15 CH	RATE AT PRESCRIBED TIME, FIVE CONTROLLER HIT SMITCH FAILING TO ACTUATE OR DEACTUA	OFIT ON MSL 13D WITH DOUBLE IN SERIES, E H MSL 24D AND 37D. WENDOR TO REDESIGN PA H SUBSEQUENT MISSILES.	PA-09-131 LOCBOILOFFVALVECONTROLLER, SMITCH F7-C	RATE AT PRESCRIBED TIME. CONTROLLER REJE T MIGM LIMIT BAITCH FAILING TO ACTUATE (2.2	91-08-131 LOEBOILOFT VAL VECONTROLLER, BATTCH E7-C	RATE AT PRESCRIBED TIME, CONTROLLEAS RES MITCH FAILING TO ACTUATE OR BEACTUATE DA	D'IT ON MAL 13D WITH DOUBLE IN BERIES, I H MAL EAD AND BYD, WINDON TO MEDEBIGN PH H BUBBERVENT HIBBILES.	
8757EN 806-5781EN	CORRECTIVE ACTION - VENDO	PHCUMATIC-A/B TAME PRESS	FAILURE MODE-FAIL TO OPER ME. RESULTED FROM HIGH LIM MF LINKAGE.	CORFECTIVE ACTION-A RETROFIT ON WSL 13D WITH DO VALVE TO BE INSTALLED ON MSL 24D AND 37D. WEN ICS. 1HIS UNIT NOT USED ON SUBSEQUENT MISSILES.	PREUMITC-A/B	FAILURE MODE-FAIL TO OFFR ING LOP TANKING, CAUSED BY INEFFICIENT LINKAGE,	CORPECTIVE ACTION-A RETRUED OF VALVE TO BE INSTALLED OF TICS. THIS UNIT NOT USED O	PACUMATIC-A/B TAIN PRESS	FAILURE MODE-FAIL TO UPER ESULTO FROM MIGH LIMIT BM MAGE.	CORRECTIVE ACTION-A RETRO D YALVE TO BE INSTALLED ON ICS. THIS UNIT NOT UNED ON	

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P.4	PAILED COMPONENT NAME	DIF DATA SOURCE	DATE DIF	3178 TIME 01F	2 E	VEHICLE SITE PRI VENDOR MANE	
TAINE PRESS	000	FAR E7-80588-821	370 391100	COKAROS	7.68 A 7.6	ATEMAT MANER	2770
FAILURE MODE-FAILED TO OPEN VALVE TO OPEN/CLOSE. CONCL.	TO OPERATE AT PRESCRIBED TIME. TWO VALVES (ET-BOSSS-SEL) REJECTED DUE TO FAILURE OF THE BOILOFF. • CONCLUSIONS REVEALED THESE VALVES DID NOT CONTRIBUTE TO FAILURE AS FAILURE "ESULTED FROM HIGM ROLLER FAILING TO ACTUATE OF DEACTUATE.	ES (ET-BOSSS-SEL) R MOT CONTRIBUTE TO F	EJECTED DU AJLURE AB	E TO FAIL	LURE OF TESULTED	THE BOILGFF	
CORRECTIVE ACTION-RETROFLY RATED VALVE TO BE INSTALLED RESTICS. THIS UNIT WOT USED	MSL 13D WITH DOUBLE BOILOFF VALVE, EFFECTIVE THRU 32D. NEW POPPET TVPE PNEUMATICALLY OPE ON MSL 24D AND 37D. VENDOR TO REDESIGN PRESSURE CONTROLLER FOR SETTER OPERATING CHARACTE ON SUBSEQUENT NISSILES.	E, EFFECTIVE THRU S DESIGN PRESSURE CON	20. HEV PO TROLICA FO	PPET TYPE A SETTER	E PHEUHA OPERATI	TICALLY OPE MG CHARACTE	
PRECHATIC-A/B 9/	94-06-131 LOEBOILOFFVALVECONTROLLER, BAITCH	FAR 27-06112-15	170 941100	EDMANDS	31.6	STEMAT MARKER	•
FAILURE MODE-FAIL TO CPERAL LIED FROM MIGM LIMIT BATICH AGE.	O CPERATE AT PRESCRIBED TIME, CONTROLLERS REJECTED WIEN BOLLOFF VALVE FAILED TO CPEN/CLOSE. BRITCH FAILING TO ACTUATE OR DEACTIVATE DUE TO TEMPERATURE MUNIDITY EFFECTS ON IMEFFICIENT	IS REJECTED WICH BOI DUE TO TEMPERATURE	HANIDITY	FALCE UPECTS	10 OCEV IN INCIT	CLOSE. ACSU ICIDAT LINK	
CORRECTIVE ACTION-A RETROF. D VALVE TO BE INSTALLED ON I	CORRECTIVE ACTION—A RETROFIT ON MSL 13D WITH DOUBLE, IN SERIES, BOLLOFF VALVE NEW MOPPET TVIE PREUMATICALLY OPERATE D VALVE 10 DE INSTALLED ON MSL E4D AND 37D. VENDOR REDEBIGNING PRESSURE CONTROLLER FOR BETTER OPERATING CHARACTERIST 1CS. THIS UNIT NOT URED ON MISSILES 37D AND ON.	HES BOLLOF VALVE NG PRESSURE CONTROL	NEW POPIE	TYPE PH	EUMATICA RATING C	ALLY OPERATE MARACTERIST	
MEUNATIC-A/B BI TANK PRESS P	BE-06-153 FUEL TANK PRESSURE REGULATOR-DIAPH 27-06248-3 AAGH	FAR 87-06248-3	981100	SYCANORE	75. 0.	SYCANORE YES B.M. MADLEY NO	******
FAILURE MODE-LEAK-EXTERNAL 7 JANDOY PRESSURE, THE STOI INSTALLATION, 1 SIMILAR CASH	INTERNAL. UNIT REJECTED FOR EXTERNAL LEAKAGE FROM THE REGULATOR VENT PORT WHILE THE VEHICLE WAS A THE STOP VALVE POSITION CONTROL DIAPHRAGH INS PLACTURED AS RESULT OF BEING PINCHED AT DIAPHRASH ILAR CASE REPORTED IN FAR 80-00-148.	JACE FROM THE REGULA IN INS PUNCTURED AS	TOR VENT OF	DESIGN PS	TYE VE	HICLE MAS A DIAPMASH	·
CORRECTIVE ACTION-VENDOR IN	CORRECTIVE ACTION-VENDOR IS NOW USING A SPECIAL TOOL TO INS	TO INSTALL THE DIAPHRACHS.	•				-
PHEUMATIC-A/B A. TANK PREBB T	64-08-143 TANK PRESSURIZATION RISE-OFF DISCO ET-08128-1 INECT/SEAL	FAR E7-08128-1	110165	BYCANORE YES	75 808 10 104	ROBERTOHAN FUL. TON	i
PAILUME MODE-LEAK-EXTERNAL. THE AB	FAILUNG MODE-LEAK-EXTERNAL. THE ABBOULT MAS REJECTED FOR EXTERNAL LEAKABE. THE LT OF 86 DATS OF OFERATIONAL TIME.	XTERNAL LEARAGE. TH	17 -TF- J	7 35r A	A	EL-F LIP BEAL WAS DISTORTED AS RES	
HHI 3/69-HDI W YA 1 DA-1930	10/C INVESTIGATING BEAL MATERIALS TO DETERMINE IF THEIR PROPERTIES CHANGE WITH USE AND AGE.	ANINE IF THEIR PROP	ERTZES CHA	MEE MITH	UNE AND	. AGE.	
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9901 MAC 61	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRSORPE	ATIC BYSTEM-AIRBORK			
SYSTEE SUB-SYSTEE	TEST/REPORT NUMBER FAILED COMPOMENT MANE	DIF DATA BOURCE FART HUNDER	VEHICLE BITE	PRI VENDOR MANE	
PMEUMATIC-A/B TAME PME35	86-08-163 BOILOFF VALVE CONTROLLER-BELLOMS	FAR 27-00112-15	130 ETR 591010	TES STEMAT "NAMER NO	
FAILURE MODE-STRUCTURAL. ERERAMLAR CORROBION.	FAICURE MODE-STRUCTURAL. UNIT REJECTED POR EXTERNAL LEARAGE. SMALL MOLES MERE FOLWO IN THE BELLOMS AS RESULT OF INT AGRAMALAR CORROSION.	SMALL MOLES NEPE P	CLIND IN THE BELL	LOUB AS RESULT OF INT	
CORRECTIVE ACTION-SINCE	CORRECTIVE ACTION-BINCE THIS IS FIRST SUCH PAILURE DUE TO CORNOSION, THIS TYPE CONTROLLER WILL SE REPT UNDER SURVEI	RROSION, THIS TYPE	CONTROLLER WILL	SE REPT UNDER SURVE!	
PMEUMATRC-A/B TANK PRESS	AAFG-0048/81-48N-01-27 Boilgf Valve	COMPOST TE-PRO/DRL	270 5768-1 981001	YE\$ 80	11096
FAILURE MODE-ERRATIC OPER RIZATION DURING AN ATTEM	IC OPERATICN. MISSILE BOIL-OFF VALVE VENTED WHEN PRU BUTTOMED MISSILE LOX TAME TO STAND BY PRESSU ATTEMPTED FIEL TANGING.	D WEN PCU BATOED	MISSILE LON TAI	M TO STAND BY PRESSU	
STREET EFFECT-ERRATIC OFFIRATION.	ERATION.				
VEHICLE EFFECT-MONE.					
CORNCTIVE ACTION-LANCHOLDE.	ж.				
PME_MATIC-A/8 TANK PRESS	AIC-E7-G78/P1-401-10-10 LOX AIRBORNE RELIEF VALVE	соинтрони	100166	<u>9</u> 9	3
FAILURE MODE-FAILED TO C	FAILURE MODE-FAILED TO OPERATE AT PREIGRIBED TIME, RELIGE VALVE FAILED TO CRACA WHEN LOR TAMK PREABURE ROSG RAPIDLY During attempt to achieve benuence 111 Paesbure.	LYE FAILED TO CRACK	WEN LOK TAME	PRESSURE ROSE RAPIDLY	
SYSTEM EFFECT-OPERATION	IATION TOO HIGH. LOK TAME PRESSURE ROBE TOO HIGH. BEGUENCE 111 PRESSURE NOT ACHIEVED SUCCESSFULLY	HISM. BEGUENCE 173	PRESSURE NOT A	CHIEVED SUCCESSFULLY.	
VEHICLE EFFECT-COUNTDOMN	VEHICLE EFFECT-COUNTDOAN ABORTED AND RESCHEDULED. BINILAR FAILURE HAD OCCURRED ON PREVIOUS LOX TANKING AND LAUNCH ATTENPT.	ILURE HAD OCCURRED	ON PREVIOUS LOX	TAINCING AND ON FIRST	
CORRECTIVE ACTION-INVEST ESSURE INFINITED. IF MAS • ACCORD DELAT IN RELIEF CHER.	-INVEBIGATION BROKED WIRING ERROR IN PCU ALLONED HIGH PLOM VALVE TO ACTIVATE WEN BEGUENCE III PR If MAS ALSO DETERNINED INST 185 PEET OF BENCE LINE TO PCU ACTED AS AN ACCUMULATOR THAT CAUSED 3 TO RELIEF VALYE BENSIME OF OVERPRESSURE, CHAMLED PLUMBING AND HIBSILEBORNE SENSE LINE CAPPED AT LAUM	LLONED HIGH PLOM VA LE LINE TO PCU ACTE NED PLUMBING AND HI	LVE TO ACTIVATE D AS AN ACCUMULA SSILEBORNE SENSI	WACH BEGUENCE 111 PR 1708 THAT CAUBED 3 TO 1 LIME CAPPED AT LAUM	
PHEUMATIC-A/B TAME PRESS	BANGOFF BISCOMMECT, MELLUM/O-RIMS	FAR 7-0 862 4-7	601.000 CDW.RD3	NO TON	

PA66 0140

FAILURE MODE-LEAKAGE AT A RATE OF 800 CC/MIN, AT 80 PRIS (ALLOMBLE 409 CC/MIN, AT 80 PRIS). THIS LEARASE WAS CAUSE O BY THE OXYLUBE DRYING, RESULTING IN INFROPER BEAL.

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CONVAIN DIVIDION

DIPFICULTIES REVIEW-PNEUMATIC STATEM-AIRBORNE

<u></u>	3131EM 340-3131EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART MUNGER	VEMICLE B	\$17E PR1	PRI VENDOR NAME OTH VENDOR PART NO	
	CORECTIVE ACTION-PART ELIM R USE ON RISEOFF DISCOMECT.	INATED AT END OF	C SERIES MISSILES, REPLACED BY PART 27-08128. OXYLUSE 708 ELIMINATED FO	IT E7-08188. C	NATURE 10	18 ELIMINATED FO	
1 4 1	PHEUMATIC-A/B TAME PRESS	96-08-113 HEL I UNCHECK VAL VESOLENDI DOPERA TED	FAR E7-00117-9	591000 ETR	ž õ	INTERSTATE ENG INCERING CORP.	•
	FAILURE MODE-FAILED TO FROM BURR ON PISTON WALL	OPERATE AT PREBCRIBED TIME. VALVE FAILED TO ACTUATE AT AMBIENT COMDITIONS. PAILUNE RESULTED L caused by oil or water contanimation.	AILED TO ACTUATE AT	AMBIENT COM	710MS. P.	NILWE RESULTED	
	CORRECTIVE ACTION-A 10 TANIMATION.	MICRON FILTER WAS INSTALLED. CLEANING SPECIFICATION INCORPORATED ON DRAWING TO ELIMINATE CON	NG SPECIFICATION INC	CARORATED ON	DRAWING	TO ELIMINATE CON	
• -	PHELHLATIC-A/B TANK PRESS	86-06-127 FULL TANK PRESSURE REGULATOR	FAR 27-08248-3	90 87G 591000	BYCANORE YES	B.H. HADLEY	•
	FAILURE MODE-OUT OF TOLERA FAILURE RESULTED FROM INSTA PRESSURE SENSING OLAPHRAGM.	FAILURE MODE-OUT OF TOLERANCE. TANK PRESSURE OSCILLATED BET CALLURE RESULTED FROM INSTALLATION OF AN IMPROPER METERING OR. I PRESSURE SENSING DIAPMRAGM.		TO DURING PRES TA CHARFE IN	SPRING R	, MABLE LIMITS DURING PREUMATIC SYSTEM OPERATION. , MATCH CAUSED A CHANCE IN SPRING RATE OF THE TANK	
	CORRECTIVE ACTION-ALL (UNITS MAVING IMPROPER METERING CRIFICE MAVE BEEN RETURNED TO THE VENDOR. GO/C CMAMBED FUEL. O IT WILL NOT BLOW FUEL INTO THE TANK PRESSURE SENSING LINE.	CE MAVE BEEN RETURNED TO PRESSURE BENSING LINE.	ED TO THE VENE INE.)OB . 60/C	CHANGED FUEL BY	
	PHEUMATIC-A/B TANK PKESS	88-06-130 FUEL TANK PRESSURE REGULATOR.	FAR 27-06248-7	240 6VC 591000	BYCANCRE YES NO	S F AND G TOOL A NO ENGINEERING	***************************************
	FAILURE MUDE-STRUCTURA! H FAITGUE	L. PANT CLOSED DURING BYA	C FIRING DUE TO STOP VALVE FILOT POPPET ROD BAEAKING RESULTING FRO	SLOT POPPET R	SO BREAKI	ME REBULTIME FRO	
	CORRECTIVE ACTION-60/C	STOPPED DELIWEAT OF F AND 6 REGULATORS ON DATE ROD.		AIG YENDOR 18	IN PROCE	SECELY AND VENDOR IS IN PROCESS OF REDESJENIN	-
-	PHEUMATIC-A/B TANK PRESS	FTA6231/P3-48N-01-22 LOC 9ENSING LINE	COMPOSITE - PRD/DPL	220 39092	7 C	• .	
	FAILUME MODE-ERRATIC OF INCREASED ABOVE PROPER I	PERATION, DURING LOG TAMFING, WHEN COING PROM BEQUÊNCE II TO BEQUENCE III, LOG TANG PRESSURE Stabilization pressure, upon pestepping abaim log tang pressure became erratic.	OINS PROM SEQUENCE INS ASAIN LOS TANK	11 TO BEQUENCY PRESSURE BECAN	E III. LO ME CRRATI	E TANK PAESSUNE C.	

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SYSTEM EFFECT-ERRATIC OPERATION.

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CONVAIR DIVISION

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18 JUN 1980

DIFFICULTIES REVIEW-PHEUMATIC STRIEM-AIRBORNE

	FAILED COMPONENT NAME	PART NUMBER	0476 DIF 11ME DIF	1ME 01F	6	PRI VENDOR HANE OTH VENDOR PART HO	
Traille trreis-ma	Ä.						
CORRECTIVE ACTION A LOE SENSING LIN	CORRECTIVE ACTION-THE LOR TANK PRESSURE TRANSDUCER WAS REPLACED BUT FUTHER INVESTIGATION REVEALED THE PROBLEM TO BE A LOR SENSING LINE MALFUNCTION. RESOLUTION (MRNDAN).	REPLACED BUT FUTHER S	4VE 8 7 1 6A 7 1 ON	REVEALE	9	- PROBLEM TO BE	
PREUMATIC-A/B TANK PRESS	98-08-144 LOX TANK RELIEF VALVE	FAR 7-00£10-3	190 190 19065	ETA	ទីភ្នំ	D.H.HADLEY	1
FAILURE MODE-CONT E BETWEN THE CONT CHACKING PRESSURE, NO 31 PSIG INDICATI ULLAGE AREA AND TI	FAILURE MODE-CONTANINATION. UNIT REJECTED FOR FAILURE TO PELIEVE AT 3P TO 32 PSIG IN FIVE TRIES. THE CONNECTING LIN CRACKING PRESSURE, UPON RECEIPT, WAS 0.5 PSIG HIGH. ADJUSTING THE VALVE TO JAKCK AT 0.5 PSI INTERVALS BETHEEN 27.0 A NO SI PSIG INDICATED THE VALVE CHERATEDSATISFACTORILY. LATER INFORMATION REVEALED A SENSING PRESSURE LAG BETHEEN THE ULLAGE AREA AND THE RELIEF VALVE, WHICH MASCONSIDERED THE PRINARY CAUSE OF THE PROBLEM.	TO PELIEVE AT UP TO 32. LIVER OFTEFLON MAS F"IN. HUSTING THE VALVE TO UR LATER INFORMATION REVE THE PRIMARY CAUSE OF T	IO 32 PSIG IN FIVE F"ND IN SECONDAR IO "RACK AT 0.5 PS REVEALED A SENSIN OF THE PROBLEM.	TAIES.	THE COLLEGE CHARE L	COMECTING LIN 1 SPRING BCAE. BETWEEN 27.0 A AG BETWEEN THE	
CORRECTIVE ACTION	N-VERDOR WAS INFORMED OF THE TEPLON SLIVER FOUND IN THE CONTROLLER SENSING LINE FROM THE VEHICLE CAPPED (FF AND REROUTED THE PRESSURE CONTROL UNIT SENSING LINE TO THE MAIN PRESSURIZATION DUCT.	THE TEPLON SLIVER FOUND IN THE CONTROLLER SENSING LINE FROM THE VEHICLE THE PRESSURE CONTROL UNIT SENSING LINE TO THE MAIN PRESSURIZATION DUCT.	ROLLER SENSTA	C CINE	FROM 12	THE VEHICLE AT	
PIEUNATIC-A/B TANK PRESS	19-06-144 Lol Tank Relief Valve	FAR 7-09210-3	160 590922	£10	7ES HA 7ES 70	YES HADLEY INC.	50010
FAILURE MODE-OUT	FAILURE "COE-OUT OF TOLEGANCE. THE REASON FOR THE LON TAME RELIEF VALVE TO MALFUNCTION, AS REPORTED ON FAR-9-8-00-1 44. WAS ATTRIBUTED TO A PRESSURE LAG IN THE SENSE LINE BETHITON THE TAME VILAGE SPACE AND THE RELIEF VALVE.	TANK RELIEF VALVE TO N BETIKEN THE TANK VELAG	ALFUNCTION, A	IS REPOR	97. 27.	M FAR-9-6-08-1	
CORRECTIVE ACTION PPED OFF THE SENSI	CORRECTIVE ACTICH-THE SENSE LINE CONFIGURATION HAS CHANGED ON THE LAUNCH SITE PRIOR TO FLIGHT OF 1801. THE CHANGE CA PPED OFF THE SENSING LINE FROM THE YENICLE AT THE LAUNCHER AND REGOUTED THE SENSING LINE TO THE MAIN PRESSURIZING DI ST. ALL LAUNCH SITES ARE BETING CHANGED ACCORDINGLY.	INCED ON THE LAUNCH SIT	E PRICE TO FL ENSING LINE	.1547 OF	100 1 100	. THE CHANGE CA REESURIZING DI	
PICUMATIC-A/B TAIM PRESS	AZC-27-079/21-401-00-10 LOX AIRDONE RELIEF VALVE	COUNTDOIN	160	1	YES OF		
FAILURE MODE-CONT PT MADE TO ACHIEVE NT ATTEMPTS TO ACH	FAILURE MODE-CONTANTIATION. LOX TANK PRESSURE ROSE TO SE PSIG WIEN AIRBORNE RELIEF VALVE FAILED TO CRACK WIEN ATTEN Pt Kade to achieve seguence III pressure. Test was rectcled to seguence II and valve continued to fail on s submene nt attemnts to achieve seguence III pressure.	3E PSIG WIEN AIRBORNE FCLED TO SEQUENCE II AN	RELIEF VALVE D VALVE CONTI	FAILED Y	10 TA 10	IACK MHEN ATTEN , ON S SUBMEUE	
STRICK EFFECT-OPE	BYBIEN EFFECT-OPERATION TOO NIGN. LON TAIN PREBBURE ROSE TOO HIGH MACHEN MELIEF VALVE FAILED TO VENT. VEHICLE EFFECT-COUNTDOMM ABORTED AND REBEMEDULED. AFTER BINTH TIME VALVE FAILED TO OPERATE. MACH LON PRESSUME ROSE	SE TOO HIGH MACH RELIE IR BINTH TIME VALVE FAI	F VALVE FAILI	10 10 M	IN .	PACESUME ROBE	
TOO HIGH, THE LAUNCH WAS ABCRIED. CORRECTIVE ACTION-RELIEF VALVE M. E. CONTROLLER. BLIVER WAS PORTION.	THE MISM. THE LAUNCH HAS ABCRIED. COMPICTIVE ACTION-RELIEF VALVE MAS REPLACED. FAULTY VALVE DISCOVERED TO HAVE 0.75 INCH TEFLOW SLIMER IN SECOND STAG E COMPICLER. SLIMER HAS PORTION OF WASHER LOCATED ON CONFROLLER SCREW 11. SIMILAR PAILURE ON THIRD LAUNCH ATTEMPT A	CONTROLLER SCREW 11. 81	0.78 ENCH TE	17.00 B	200	INCH TEFLON SAINER IN SECOND STAGE	
	LAVEL: MUNICIPAL MALIES VALUE AND FAL						

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15 JUN 1868

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

318-37EH	TEL "REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE OF	2116 TIME DIF	9 0 7 2 2	VENDOR MAIN.	
ALSO ON THIRD LAUNCH A	ITEMPI.				1		961439
PHCUNATIC-EZB TANK PHESS	SE-404-B4-E4 FUEL TANK REGULATOR	CAPITUE	240 590918	138.03	5 E		:
FAILURE MOE-FUEL TANK	RESULATOR BECAME ERRATIC FOLLONING BOOSTER CUTOFF.	COSTER CUTOFF.					
STSTEM EFFECT-ERRATIC (STSTEM EFFECT-ERRATIC OPERATION WAS PRESENT UNTIL E1 SECONDS PRISSURE BEGAN TO DECREASE. TAME PRESSURE DECATED FROM 59.6 PS16 TO	,	USTAINER CUTOFF, AT NHI.	AT MHICH CUTOFF.	Ä	BUSTAINER CUTOFF, AT WHICH TIME DISCHARGE PRE "6 SY BUSTAINER CUTOFF.	
VEHICLE EFFECT-HOME.							
CORRECTIVE ACTION-FYEL	TANK REGULATOR WAS ADMONED FOR FAILURE ANALYSIS.	RE ANALYSIS.					
PAEUNATIC-A/B TANK PRESS	F145390/P3-403-00-14 HE_1UM 3108AGE BOTTLE	countibous	14b 900011	87	20		709860
FAILURE MODE-OUT OF TOI	FAILURE MODE-OUT OF TOLERANCE. MELIUM BOTTLES PRESSURE TOO LOM.	ė					
SYSTEM EFFECT-OPERATION TOO LON.	N TGO LOM.						
WENICLE EFFECT-COUNTDO	WEMICLE EFFECT-COUNTDOMN DELAYED TO HALL FOR BATISFACTORY PRESSURE, 1 MINUTE DELAT.	RESSURE. 1 MINUTE O	נושו.				
CORRECTIVE ACTION-NOIG.							
PHEUMATIC-A/B TANK PPESS	51-413-C7-09 FUEL TANK PRESSURE REGULATOR-D BER TES	CAPTIVE	90 900811	≓ o	55	TES MADLET NO	* 5 5 4
FAILURE MODE-ERRATIC OF	TAILUME MODE-ERRATIC OPERATION. REGULATOR INSTABILITY DURING BOOSTER STAGE.	E BOOSTEN STAGE.					
STATEM OFFECT-EARATIC C	OPERATION-OSCILLATIONS IN HIBBILE PUEL TANK PRESSURE.	L TAM PRESSURE.					
VEHICLE EFFECT-HONE.							
CORRECTIVE ACTION-NOME.	•		;			ļ	
PACINATIC-6/8 Tank Press	De-De-143 TANK PRESSURIZATION RIBE-OFF DIRCO ET-DBIEG-3 HMECT-DEAL	FAR E7-00120-3	800810	BYCAMORE	5 9	ROBERTOWAN PUR. TON	1
FALLURE MODE-LEAR EXTERNAL. THE	INAL. THE ADDIBLY WAS REJECTED FOR EXTERNAL LEARAGE. THE REL-F LIP SEAL WAS DISTORTED AS A INTIGMAL TIME.	KTCHML LEAKAGE. TH	נ עפר-ג ר	3 173e e.		STORTED AS A R	
CORRECTIVE ACTION-60/C	INVESTIGATING SEAL MATERIALS TO OCTERNINE IF THEIR PROPERTIES CHANGE WITH USE AND AGE.	RHINE IF THEIR PROP	ERTICO CA	ANGE WITH	* 1		
							

GENERAL DYNAMICS CONVAIR DIVISION

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	1601 WAT 51	CONVAIR BIVERION BIFFICULTIES REVIEW-PHEMATIC	CONVAIR DIVIBION REVIEW-PHEUMATIC BYBIEM-AIRBORNE	w				
	3757EW 0.00-5737EW	TEST/REPORT HUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE	3116 116 DIF	2 to	VENDOR NAME VENDOR PART HO	
	PMEUNATIC-A/B TAIR PRESS	AZC-27-D75/F1-48N-G1-10 LOX AIRBORNE RELIEF VALVE	COMPOSITE-PROVDPL	\$06045	.	9 €		
	FAILURE MODE-FAILED TO OPERATE AT PRESCRIBED WHEN ATTEMPTING TO ACHIEVE SEGUENCE ITT PRESSURENCE IT. VALVE OPERATED PROPERLY THERESTER.	FAILURE MODE-FAILED TO GRERATE AT PRESCRIBED TIME. DURING LOK TANKING TEST THE LOX TANK PRESSURE ROSE TO 20.7 PSIG When attempting to achieve sequence til pressure, lok airborne relief valve had pailed to crack. Test recycled to be buckne 11. Valve grerated property prereafies.	DK TANKING TEST THE NE RELIEF VALYE HAD	PAILED TO	RESSURE CRACK. 1		TO 28.7 PSIG	
	STATEN EFFECT-OPERATION	STATEK EFFECT-OPERATION 100 HIGH. LOX TANK PRESSURE ROSE TO 28.7 PSIG.	20.7 Phis.					
	VEHICLE EFFECT-COUNTDOMN DELATED. TANK! ATTEMPTING BENUNCE III PRESSURE AGAIN.	venicle effect-countorm delayed. Taming test mad to de recyled to begience il and meld there beven minute before Attempting seguence til pressure again.	CYLED TO BEQUENCE 11	AND HELD	THERE BE	AEN A	IZMUTES BEFORE	
	CORRECTIVE ACTION-NOIS.	CORRECTIVE ACTION-NOME. HOMEVER TWO SUBSEQUENT LAUNCHES MERE ABORTED FOR BAME ESTIGNATED. SEE VEHICLE 160 CORRECTIVE ACTION FOR COUNTDOM PROSLEM ON SS1001.	₩ .	EABON IN	MICH CA	2 5	READON IN WICH CASES FAILURE MAS INV	
	PAECHATIC-A/B	D41341775-401-00-17		170 990908	13 -1560	M 0		3 2 2 2
	FAILURE MODE-ERRATIC OFERATION.	ERATION. THE LOK BOIL-OFF VALVE STUCK CLOSED INTERHITENTLY PURING TANKING FOR FLIGHT READIN	A CLOSED INTERHITTE	iter Bundin	TANKING	8	FLICHT READI	
	SYSTEM EFFECT-OPERATION SED BOLY-OFF VALVE.	STREET EFFECT-OFERATION TOO HIMM. LOK TANK PRESSURE ROSE ABOVE NOWINKL EXPECTED LEVEL DURING TANKING DUE TO THE ED BOIL-OFF VALVE.	OVE HONSIMAL EXPECTES	י נבאבר פא	IIM TAN	¥	HE TO THE SLO	
	WENTCLE EFFECT-COUNTDOM EDULED FOR THE NEXT DAY.	WENTOLE EFFECT-COUNTDOMN ABORTED AND RESCHEDULED. COUNTDOMN ABORTED AND TEST CANCELLED AT 1-6 HINUTER. IT WAS REACH DULED FOR THE NEXT DAY.	ABORTED AND TEBT CA	NCELLED AT	1 T	KITES.	. IT WAS REAC	
	CORNECTIVE ACTION-NOME.	INDICATED EXCEPT FOR ENERGISCY ACTION. STOP TANKING AND OPEN STORAGE TANK WENT	CH. STOP TANKING AND	OPEN ATON	146E TAN	Š	VALVE.	
	PIEUKATIC-A/B TAIN PIESS	AZC-EP-078/P3-401-00-17 BOILOFF VALVE CONTROLLER	E	170	•	58		***
	FAILURE MODE-FAIL DURING E CONTROLLER.	during operation. Indem Bolloff valve pailed in the closed position due to pailure of the pressur	LED IN THE CLOSED PO	M17104 DV	10 PAIL	5	of the Peessou	
	SYSTEM EFFECT-ERRATIC OPERATION.	PERATION.						
1		VEHICLE EFFECT-COUNTDOM (FRF) ABORTED AND RE-BONEDIALED.						
	CORRECTIVE ACTION-CONTROLLER WAS REPLACED.	RIER WIE AERACED.						
	PACIDALIC-A/B Tain: PRESS	SI-413-69-09 LOK TANK PRESSURE MESULATOR & MERI ES	CAPTI VE	106041	3.041 170.4	20	YES MABLEY NO	
<u></u>	FAILURE MOC-ERRATIC OPERATION, HI E PRESSURE PROH 170.4 SEC. TO SECO.	FAILURE MODE-ERRATIC OPERATION, RIGH PRESURNET, LOW AMPLITUDE PRESSURE OBCILLATION WERE MOTED ON REGULATOR BIBGHARS : Pressure from 178.4 SEC, TO SECO.	K PECCOLAT	101 1686	97 G	3	ATOR BIBCHAR	
4							PAGE 0155	<u>;</u>

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1		DIFFICULTIES REVIEW-PREUMATIC STREEK-AIRBORNE	UMATIC STREM-AIRBOR	Ä					
<u> </u>	3737EH \$46-8737EH	TEBTARFORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART NUMBER	VENICLE BITE PRI DATE DIP TIME DIP OTM	111E 01F	0.0	VENDOR NAME VENDOR PART NO	MARC ART RO	
	SYSTEM EFFECT-MONE. OBC	OSCILLATIONS WERE NOT REPLECTED IN LOW TANK PRESSURE.	TAME PRESSURE.						
	VEHICLE EFFECT-NOIC.								
	CORRECTIVE ACTION-NOME.								
E =	PACUNATIC-A/B TAMK PRESS	31-413-C0-DB FUEL TAIN PRESSURE REGULATOR-D SEA 1E3	CAPTIVE	\$0.000 \$6000	= 0	20	TES HABLEY		111940
	FAILURE MODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION. REGULATOR EMIBITED INSTABILITY DURING BOOSTER PHASE.	ILLITY DURING BOOSTER	PHABE.					
	STSTEN EFFECT-EARATIC G	STREET EFFECT-ERRATIC OPERATION-FUEL TANK ULLAGE PRESSURE OSCILLATED BETWEEN 80.7 AND 83.E PSIS.	OSCILLATED BETAEEN I	10.7 AND 13	.E P016.				
	VEHICLE EFFECT-NOME.								
	CORRECTIVE ACTION-NOME.								
	PMELMATIC-A/B TAME PRESS	EN1330/P4-401-00-10 HELIUM BOTILE	المال	100 990901	1.4	₽ ₽			198866
	FAILURE MODE-OUT OF EXPL OF THE PLIGHT READINESS	FAILUME MODE-OUT OF EXPECTED TEST VALUE. THE AIRBORNE MELIUM BOTTLE PRESSURE WAS BELOM MINIMUM VALUE AT T-T MIMUTES OF THE FLIGHT READINESS FIRING COUNTDOWN DUE TO PREVIOUALY CORRECTED MELIUM COMPRESSOR OPERATION.	UN BOTTLE PRESSURE V	AS BELOW P	IINIMUN VI PERATICA	3	AT T-7 HIS	837.0	
	SYSTEM EFFECT-OFFRATION	SYSTEM EFFECT-OPERATION TOO LOW. THE AIRBOINE MELIUM BOTTLE PRESSURE WAS AT TOO LOW A VALUE FOR SATISFACTORY EXATION.	E PREBBURE WAS AT TO	O FON A W	ורת נסע ו	14 T	FACTORY TO	0 1831	
	WENICLE EFFECT-COUNTDOM COMPRESSOR ACTION.	VENICLE EFFECT-COUNTDONN DELAYED. COUNTDONN DELAYED 33 NINUTES WHILE PRESSURE WAS RAIDED TO NOMINAL VALUE OF NORMAL COMPRESSOR ACTION.	WIES WILE PRESSURE	WD AAIBEE	TO 10	۴ ۲	ALUE OT HE	1	
	CORRECTIVE ACTION-NOME.								
	PIEUNATIC-A/B Tain PRESS	##-0#-105 Bolloffvalve, Hotionskitch	FAR 21-80568-807	110 \$90900	£7.R	ž g	YES STEMAT WANEN	RHER	******
-	FAILURE MODE-OUT OF TOLL II BATTCH FAILED BECAUSE M CP CAM,	FAILURE MODE-OUT OF TOLERANCE. VALVE NENT TO FULL OPEN AND FAILED TO CONTROL THE PRESSURE ABOVE E.S PSIS. WPPER LIN It smitch failed because adjustrents are not possible with wide acatter in the contact break distance and contractio N OF CAN.	FAILED TO CONTROL VINDE BEATTER IN THE	NE PRESSU CONTACT BY	EAR 0187	E S	SIE. WPE	CT10	
	CORRECTIVE ACTION-BATTO	BATICH MECHANISM MEDESIGMED. ALL UMITS IN FACTORY AND AT TEST SITES METROFITED.	N PACTORY AND AT TRE	17 817E8 A	1180/1150	_			
l						!			
1							PAM 0154	9116	
						1	944	918	

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TAILURE MODELLA ME PAILED COMPORENT NAME DIT DATA MOMBER DATA DATA DATA DATA DATA DATA MOMBER DATA DATA DATA DATA DATA DATA DATA DAT		DIFFICULTIES REVIEW-PHEWATIC AYSTEN-AIRBORNE	ATIC BYSTEN-AIRBONY					
SOLICETALLE, MOTIONELITIN E-FAIL DURING OPERATION-FUNED CONTACTS ON LOW PRESSURE BATTCH DUE TO ALUGEISM MECHANICALINGAGE. E-FAIL LONDS BATAION-FUNED CONTACTS ON LOW PRESSURE BATTCH DUE TO ALUGEISM MECHANICALINGAGE. SOCIO-SOLICETALNE, MOTIONSMITCH FAR STOCKLES TO ELIMINATE FAILUNGS CAUNDELINGAGE. SOCIO-SOLICETALNE, MOTIONSMITCH RETAINERS OF DUBLICATION CONTACT CONTOCKENT MECHANICAL FAILUNGS OF DUBLICATION FUNED AND BAJUSTHEMS LONGE BUTH THE LOW LIMIT BATTCH CONTINUED. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS CAUNDELINGAGE. MATION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILUNGS.	2		DIF DATE SOURCE FART NUMBER	VEHICLE DATE DIF T	817E P	PRI VENDOR MANE	MANE PAST NO	·
E-CALL DURING CHERATION-FUNED CONTACTS ON LOW PRESSURE SWITCH DUE TO SLUGGISM MECHANICAL LONDS 3-M 180. LINEAGES. SHORD AN 180. SHORD AN 180. SHORD AN 180. FAR ST-DS118-7 SHORD WIR SHORD WIRE ADDITIONAL FAILURES OF SUBJECT CONTOCKET REC. E-OUT OF TOLICRANCE. TOLICRANCES AND ADJUSTMENTS LODGE SUCH THAT THE LOH LIMIT SMITCH CO. T PRESSURES BELOW 8.3 PSIG 2-M 136. THREE ADDITIONAL FAILURES OF SUBJECT CONTOCKET REC. E-CAIL DWAINE OFFERATION-FUNED CONTACTS ON LOW PRESSURE SMITCH DAIL TO SLIMINATE FAILURES CAUSE LINEAGES. SHORD EIN SHORD WINDERNAY TO REDESION CONTROLLER TO ELIMINATE FAILURES CAUSE LINEAGES. ACTION-ACCELERATED PROCRAM UNDERNAY TO REDESION CONTROLLER TO ELIMINATE FAILURES CAUSE LINEAGES. SHORD EIN SHORD EIN ST. SHORD EIN SHORD EIN SHORD EINER TO OPEN OR CLOSE.		VE, MOT LONG MITCH	FAR E7-08112-7			TES STEWNT WANES	***	
ACTION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LINKAGES. SO-08-110 SOLOFYALVE, NOTIONSMITCH E-OUT OF TOLERANCE. TOLERANCES AND ADJUSTHENTS LODGE SUCH THAT THE LOM LIMIT SMITCH CO F. PHESSANCES BELOW E.3 PRIC SAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LINKAGES. SO-08-110 SOLOFYALVE, NOTIONSMITCH SOLOFYALVE, NOTIONSMITCH RESSAURE SMITCH DELINIMATE FAILURES CAUSE LINKAGES. PAR SOCIOFYALVE, NOTIONSMITCH REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LINKAGES. PAR SOCIOFYALVE SOLOFY VALVE FAR SOCIOFY VALVE FAR SOCIOFY ST-055600 FOR SPONDO ETR SOCIOFY SOCIOF	ن ر	FUSES CONTACTS ON LOW PRI	SEURE BATTCH DUE TO	P. UC601 BE	ME CHANI CA	L BREAKING	CAGE	
S9-06-110 BOLIGTVALVE, MOTIOSSMITCH E7-08112-7 E-OUT OF TOLERANCE. TOLERANCES AND ADJUSTMENTS LODGE SUCH THAT THE LOH LIMIT SMITCH CO. T. PRESSURES SELOW E.3 FRIG A.M. 13E. THREE ADDITIONAL FAILURES OF SUBJECT COMPONENT REC. E. ACTION-ACCELERATED PROCRAM UNDERWAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LIMIAGES. 6-FAIL DURING OPERATION-PUBED CONTACTS ON LOW PRESSURE SMITCH DUE TO SAUGGISM MECHANIC RICAL LONDS-3/N 177. 1	CTIVE ACTION-ACCELERATED PROGR 5 AND LINKAGES.	AN UNDERNAY TO REDESIGH (CONTROLLER TO ELIMI	WTE FAILUR	Es CAUSED	BY INEPTE	CTENE S	
E-OUT OF TOLERANCE. TOLERANCES AND ADJUSTNENTS LOOSE SUCH THAT THE LOH LIMIT SMITCH CO. IT PRESSURES BELOW 2.3 FRIE A-M 13E. THREE ADDITIONAL FAILURES OF SUBJECT COMPONENT REC. IE. ACTION-ACCELERATED PROGRAM UNDERWAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LINKAGES. PSG-08-110 BOLOFTVALVE, NOTIONSMITCH ET-OBISE-15 BOLOFTVALVE, NOTIONSMITCH ET-OBISE-15 ACTION-ACCELERATED PROGRAM UNDERHAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSE LINKAGES. BO-08-110 BOLOGT VALVE BOLOGT VALVE FAN BOLOGT VALVE FOR SPORO ETR F		NE, NOT I CHOMITCH	FAR E7-0011E-7	l		YES STEUART WARNER NO	IN RICE	
ACTION-ACCELERATED PROGRAM UNDERNAY TO REDEBLEM CONTROLLER TO ELIMINATE FAILUNES CAUBE LINEAGES. 98-08-110 80-08-110 80-08-110 80-08-110 ACTION-ACCELERATED PROGRAM UNDERNAY TO REDEBLEM CONTROLLER TO ELIMINATE PAILUNES CAUBE LINEAGES. 98-08-110 80-08-110	RE MODE-OUT OF TOLERANCE. TOLI OSCO AT PRESSURES BELOM E.S PY YCANORE.	DANCES AND ADJUSTICHTS LI	DOSE BUCH THAT THE (THAL FAILURES OF BU	LOH LINIT 8 DIECT CORTO	MITCH COU	LD GE ESTH ROED AT CT	EER OPEN	
FAIL DURING OPERATION-FUBED CONTACTS ON LOW PRESSURE BASTON DUE TO SLUGGISM NECHANICAL LONDS-SWH 177. ACTION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELINIMATE PAILURES CAUSE LINEAGES. BOS-08-110 BOSLOFF VALVE R-FAIL DURING OPERATION-VALVE PAILED EITHER TO OPEN OR CLOSE.	CTIVE ACTION-ACCELERATED PROSES S AND LINEAGES.	AN UDERWY TO REDESIGN O	CONTROLLER TO ELIMI	MIE FAILUM	ES CAUSED	OV INCFFE	CTIVE &	
E-FAIL DURING OPERATION-PUBED CONTACTS ON LOW PRESSURE BASTON DUE TO SLUGGISM MECHANIC RICAL LOADS-S/N 177. ACTION-ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELINIMITE PAILURES CAUSE LIMEAGES. BB-DB-110 BOLLOFY VALVE E-FAIL DURING OPERATION-VALVE PAILED EITHER TO OPEN OR CLOSE.		.VE, HOT LONGING TCH	FAR E7-0611E-15			YEB BTENARY NARNEA NO	- WANES	997427
ACTION-ACCELERATED PROGRAM UNDERNAT TO REDESIGN CONTROLLER TO ELIMINATE PAILURES CAUSE LINKAGES. 10 10 10 10 10 10 10 10 10 10 10 10 10 1	٠.	-FUBED CONTACTS ON LOA PRI	CABURE SMATCH BUE TI	0 acute 1 ac	ME CHANS CA	1 38 EAK1146	CAUBIN	
B0-00-110 B01-0FF VALVE 87-60580-605 B01-0FF VALVE 6-FAIL DURING OPERATION-VALVE FAILED EITHER TO OPER OR CLOSE.	CTIVE ACTION-ACCELERATED PROGES AND LINEAGES.	AM UNDERWAY TO REDESIGN	CONTROLLER TO ELINI	MIE PAILU	ES CAURED	BY INCPTI	CTIVE .	
_		JA 7	FAN 87-80584-805			TES STEMANT MANGRA	WANER	***************************************
	_	VALVE PATLED ETTHER TO Q	TH OF CLOSE.					
CORRECTIVE ACTION-FAILURE NOT CONTINUED- DURING ANALYBIB, VALVE OPERATED BATISFACTORILY UNDER ALL CONDITIONS, PRESS URE CONTROLLER TO BE REDESIGNED-THIS VALVE MITHIN PRESSURE CONTROLLER UNIT.	CIIVE ACTION-FAILUNE NOT CONTI	PALVE MITHIN PRESSURE CO	ILVE OPERATED BATISH MATROLLER UNIT.	PACTOMILY	LOCK ALL	COMD 17 OM	. MG .	

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	DIFFICULTIES REVIEW-	DIFFICULTIES REVIEW-PNEUMATIC STSTEM-AIRBORNE	¥				
8757EN 846-8787EN	TESY/REPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE DATE DATE DIP	317E 11ME 01F	2 to 1	VENDOR NAME VENDOR PART NO	· · · · ·
PMEUMATIC-A/B TANK PRESS	BOLOFF VALVE MOTICM BWITCH	FAR E7-0611E-7	00000	E	គ្គ	TES STEUGRT UN PICE NO	****
FAILURE MODE-FAIL DURING O DEGREES F. AT LONER TES	DURING OPERATION-LOW LIMIT SWITCH FAILED TO DEACTUATE FOR A PERIOD OF ER TEMPERATURES IT DID MOT DEACTUATE AT ALL. 8/N 154 AND 118.	LED TO DEACTUATE FOR A IT ALL. B/N 154 AND 111	8 8 8	50 02 56 07	3	50 70 30 SECONDS AT MINUS &	
CORRECTIVE ACTION-ACCEL	ACCELERATED PROGRAM UNDERNAY TO REDESIGN CONTROLLER TO ELIMINATE FAILURES CAUSED SY INEFFECTIVE.	IEN CONTROLLER TO ELINI	HATE FAILS	RES CAUS	8	INEFFECTIVE D	
PREUMATIC-A/B TANK PRESS	90-00-122 FUEL TAIN PRESSURE REGULATED	FAR F-00217-3	11¢	ETR	5 3	BH HADLEY	1944
FAILURE MODE-OUT OF	FAILURE MODE-OUT OF TOLERANCE. EXHIBITED WIDE CONTROL AMPLITY PERATED KITMIN SPECIFICATION LIMITS DURING TESTING (P. PIECES).	AMPLITUDE AND CUT OF BAND PRESSURE CUTPUT UNDER FLOM. PARTS O'ECES).	0 mtssun	1001701	0 5	PLOK. PARTS O	
CORRECTIVE ACTION-FAILU	FAILURE NOT CONFIRMED AND NO CORRECTIVE ACTION TAKEN BECAUME REGULATORS OPERATED METHIN SPECIFIED	NE ACTION TANEN BECAUM	: REFULATOR	IS OPERAT	8	THIN SPECIFIED	
PHEUMATIC-A/B TAME PRESS	88-08-124 HELIUM SOLEHOID OPERATED CHECK VAL 27-08117-9 VE	FAR VAL 27-00117-9	240 340400	SYCAMORE		YES INTERSTATE ENG.	
FAILURE MOR-ENTERNAL LI ATION AS METAL CHIPS AND	FAILUME MODE-ENTERNAL LEAK. PILOT WAS LEAKING AT MINUS 20G DEGREES AND ACTUATION TINE WAS 2 SECONDS DUE TO CONTAMIN TION AS NETAL CHIPS AND KEL-F GREASE WERE POUND.	NOG DEGREES AND ACTUATI	3 X 2	# #CC	ĝ	NE TO CONTAHIN	
CORRECTIVE ACTION-INSTRI D MELLUR FILTER FOR METAI	CORRECTIVE ACTION-INSTRUCTIONS ISSUED TO BLOADOWN MELIUM BYSIEM TO REMOWE DIRT PARTICLES AND MOISTURE-INSPECT GROUM MELIUM FILTER FOR METAL PARTICLES AND TO CLEAM AS REQUIRED.	N BYBIEN TO RENOVE DIR	PARTICLE	ON ON 1	97 C	-IMBPECT GROUM	
PHEUMATIC-A/B TANK PRESS	DASI /A3-4MO-01-13 LOE TAM REGULATOR	CONFORT IT-PRO/DPL	130 900627	:	99		•
FAILURE MODE-FAIL DURING OM THE LOR TANK REGULATED E VALAGE TANK, INDICATED	FAILURE HODE-FAIL DURING OPERATION-DUE 10 INABILITY TO VENT BOOGTER HELIUM BOTTLEA HORMALLY. THEY MERE WENTED THROU HI THE LOR TANK REGULATOR AND LOG ULLAGE TANK, MAILE VENTEMB, THE REGULATOR FAILED TO MAINTAIN FLIGHT PRESSURE IN TH : VALAGE TANK, INDICATED PRESSURE WAS 2.0 PRIG.	PENT BOOSTER HELIUM BO' 12M6, THE MEGULATOR PA	TTLES NORM	ILLY, THE INTAIN P.		PLEASURE IN TH	
BYBYEN EFFECT - ON	STRIEN EFFECT - OPERATION TOO LOW. MOMENTA, ADEQUATE LOG TANK PRESSURE WAS MAINTAINED BY PCU.	TANK PRESSURE MAS NA	INTAINED BY	ž.			
MENICUE EFFECT-NOME.	ŭ						 _
CORRECTIVE ACTION-	CORRECTIVE ACTION-LOS TAIM PRESUNE RESULATOR UNS REPLACED.	.63:			l		- 1

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50 57 57	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	HATIC BYSTEM-AIRBOR	¥			
8787E 8 808	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE OFF		PRI VENDON MANE OTH VENDOR PART HO	
PMEUMATIC-A/B TANK PRESS	DABL/AB-4MO-01-13 BOLEMOID CHECK VALVE	COMPOSITE-FRE/DPL E7-DS117-9	130 A-8 690627	9 OF	INTERBIATE ENG.	****
FAILURE MODE-FAIL TO OPERAT TO OPERATED CHECK VALVE TO E ME TANK PRESSURE REGLEATORS.	OPERATE AT PRESCRIBED TIME- BOOSTER HELIUM BOTTLES WE TO EXCRETZE. AS A RESULT THE BOTTLES WERE WENTED LATORS.		T VENT BUE TO HE THE LOS AND HE	יענר חבר מער חבר	DIO NOT VENT DUE 10 A PAILURE OF THE BOLENO THROUGH THE LOE AND PUEL ULLAGE TANKS OUT T	
SYSTEM EFFECT-NONE-W	STSTEN EFFECT-NONE-VENICLE TANK PRESSURIZATION MAINTAINED BY PCU.	4 PCC.				
VEHICLE EFFECT-NOIE.						
CORRECTIVE ACTION-SOLEN	LEHOID CHECK VALVE WAS REPLACED.					
MEUNATIC-A/B TAME PRESS	DASI /A3-4MQ-01-13 FUEL TANK PRESSURE REGULATOR	CONFORT TE-PROVDIN	130 A-3 990827	₽ ₽		• 244
FAILURE MODE-FAIL DURING ED THROUGH THE FUEL TANK I IGHT PRESSURE IN THE ULLA	OPERATION. DUE TO PRESTURE REGULATOR SE TANK. INDICATED	THE IMBILITY TO VENT THE BOCSTER HELIUM BOTTLES MORMALLY THEY MERE VENT AND FUEL ULLAGE TANK, MHILE VENTIMS, THE REGULATOR FAILED TO MAINTAIN FL PRESSURE LAS IS PSIG.	CLIUM BOTTLES	K FAILED	THEY HERE YENT TO MAINTAIN PL	
STATEN EFFECT-NOM.	STATEN EFFECT-NOW. VENTCLE FUEL TANK PREABURE WAS REPLACED BY PCU.	BY PCU.				
WENTCLE EFFECT-NOME.						
CORRECTIVE ACTION-PUEL	EL TANK PRESSURE REGULATOR WAS REPLACED.	•				
PIEUNATIC-A/B TANE PRESS	81-411-89-08 FUEL TANK PRESSURIZATION REGULATOR	CAPTIVE	90 139046 940951 0.8	2 8	YES MABLEY	***
FAILURE MODE-FAIL DU	FAILURE NODE-FAIL DURING OPERATION- REGULATOR EMIBITED INBIABILITY BURING BOOSTER PHABE.	IABILITY BURING BOO	ATER PAIDE.			
BEBTEN EFFECT-ERRATIC O	C OPERATION- PURL TANK ULLAGE PRESSURE COCILLATED SEPLEDI 50.0 AND 61.0 POIG.	OSCILLATED SENEEDS	90.0 AMD 61.0	Pal6.		
WENICLE EFFECT-HOME.						
CORRECTIVE ACTION-MONE.	ME.					
PHEUMATIC-A/B TANK PRESS	98-08-091 DISCURRECT COUPLING, RIBE-OFF, TAN ET-DBIZE-1 R BEAL	FAR 1 27-00120-1	90 8YCA 960617	BYCAMORE YES	NOSCAT BAAN FU LTON	3 0 00
PAILURE MODE-INTERNAL ING BURFACES.	FAILURE MODE-INTERNAL LEAK. GOSCIM LEAMASE PAST MATING SEAL. 10 SCIM ALLONED. MOM-AUTHORIZED LUBRICANT USED OM SLID NG DURFACES.	. 10 BCIN ALLONED.	NOM-AUTHORIZED	LUBATC	MT UMED ON BLID	
CORRECTIVE ACTION-66/C	NOTIFIED PERSONNEL	MOT TO USE LUBRICANTS. IMPROVED SEAL BEING TESTED FOR FUTURE	BE1146 TE8TED	708 FUT	ME UNE.	
					710 301	

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\$7.87EM \$46-573.7EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF GATA BOURCE PART NUMBER	VEHICLE DATE DIF TI	\$11E	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	51-406-84-09 FUEL TANK PRESSURE RESULATOR	CAPTIVE	90 90904 0.55		TES HABLET	•
FAILURE MODE-OUT OF EXPE	FAILURE MODE-OUT OF EXPECTED TEST VALUE, FUEL TAME REGULATOR OSCILLATED SETUEEM 82.2 AND 52.2 PBIG AT 1.5 CPS.	A OSCILLATED BETWEE	H 62.E AND 9	P. P. P. 14	AT 1.5 CPS.	
SYSTEM EFFECT-ERRATIC OF ICATED SATISFACTORY MELLI	SYSTEM EFFECT-ERRATIC OPERATION. FUEL TANK MILAGE PRESSURE OSCILLATED IN RESPONSE TO THE REGULATOR. MILAGE (ICATED SATISFACTORY RELIEF VALVE ACTUATION WERN TRANSIENT PEAKS MERE ABOVE GE.R PSIG (RELIEF VALVE BETTIMS).	PRESSURE OSCILLATED IN RESPONSE INSIENT PEAKS NEAR ABOVE GELE PSI	NAE TO THE R PBIG (RELIE	REGULATOR. ULLAGE IEF VALVE BETTING)	METTING).	
WEHICLE EFFECT-NOME.						
CORRECTIVE ACTION-REPLACE REGULATOR.	CE RESULATOR.					
PREUMATIC-A/B TANK PRESS	98-08-104 FIEL TANK PRESS. RELIEF VALVE	FAR 7-04218-3	150 ETR 990800		TES B.M. MADLET NO	300
FAILURE MODE-ENTERNAL LE ORDED.	LEAR. VALVE REPORTED TO MAVE LEAKED THROUGH MAIN VENT GURING PRESSURE CYCLING, ANDUNT NOT REC	MOUGH MAIN VENT GU	RING PRESSUR	E CYCLIM	. ANOUNT NOT REC	·
CORPECTIVE ACTION-FAILUR	URE HUT CONFIDED. VALVE CRERATED WITHIN SPECIFICATION DURING LABORATORY TEST-NO FURINGR ACTI	HIN SPECIFICATION D	URING LABORA	10RY 1E8	1-NO FURTHER ACT	
PPE UPATIC-A/B TANK PPESS	88-06-091 DISCOMECT-PMEU, RIBE-OFF, TANK PR 27-D0120-5 EBD-/BEAL-GROUND	FAR 27-06128-3	300000	NCANORE VE	YES ROBERT SHAW FU ND LTON	08.004.
FAILURE MODE-INTERNAL LI	LEAK. BO SCIN LEAKAGE PAST MATING MEAL. 10 BCIN ALLONED NON-AUTHORIZED LUBAICANT UBES ON BLIB	L. 10 BCIN ALLOND	NON-AUTHORIZ	8	CANT UBED ON BLID	
CORRECTIVE ACTION-60/C 1	MOTIFIED PERSONNEL NOT TO USE LUBRIC	TO USE LUBRICANTS-INFROVED SEAL BEING TESTED FOR FUTURE USE.	AE1146 TEBTED	704 PV	AE USE.	
PREMATIC-A/B TANK PRESS	96-06-100 High Pressur Relige Valve/Poppet	FAR 7-00239	9C ETR 990800		YES WHITTAKER NO	***
FAILURE MODE-BTRUCTURAL.	FAILURE MODE-BTRUCTURAL. LEARAGE THROUGH VIDIT PORT CAUGED BY CORROBION OF THE MAIN RELIEF POPPET.	T CORROBION OF THE	MIN MELICY	POPPET.		
CORRECTIVE ACTION-THIS C	COMPONENT ELIMINATED FOR FUTURE D-STRIES VEHICLES.	RIES WEMICHES.				
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GENERAL D'HANICS CONVAIR DIVISION

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SUB-8787EM		DIF DATA SOURCE	VEHICLE.	3116	Ī	VENDOR NAME	
	FAILED COMPONENT NAME	PART NUMBER	DATE DIF TIME DIF OTH	1 ME 0 I			
PMEUMATIC-A/B JAMK PRESS	AZC-E7-095/P1-404-00-11 REGULATOR	FLIGHT	110 500720	11 00 0	4 QH		
FALLURE MODE-FAIL DURING DS. CAUSE UNENGAN, POSSIB LSE SENSING PRESSUME CAUS	FAILURE MODE-FAIL DURING OPERATION. PROBABLE CLOBURE OF THE FUEL TANK REGULATOR OCCURRED AT APPROXIMATELT 108 BECOM DS. CAUSE UNKNOWN, POBSIBLE CAUSES CONSIDERED INCLUDE, 1) REGULATOR FAILURE DUE TO HIGH-TENPERATURE HELIUM AND 2) FA LSE SENSING PRESSURE CAUSED BY FUEL IN THE BENSING LINE.	HE FUEL TANK REGULATO REGULATOR FAILURE DUE	A OCCURRED TO HIGH-TI	AT APPR EMPERATU	A PE	TELT 100 BECON	<u></u>
SYSTEM EFFECT-OPERATION	SYSTEM EFFECT-OFERATION STOPS PREMATURELY. PURL TANK PRESSURIZATION WAS PREMATURELY TERMINATED.	SURIZATION NAS PREMAT	URELY TERM	IM TED.			
VEHICLE FFECT-NOME, FUEL TANK PRES PPEDIATE BULKHEAD THROUGHOUT FLIGHT.	FUEL TANK PRESSURE REMAINED HIGH ENOUGH TO MAINTAIN POBITIVE DIFFERENTIAL PRESSURE ACROSS INTE MAHOUT FLIGHT.	UGH TO MAINTAIN POBIT	INE DIFFER	ENTIAL P	ME S Pur	NE ACROSS INTE	
CORRECTIVE ACTION-UNKNOWN	.				ļ		
PNEUMATIC-A/B Talm PRESS	F7A5017/P1-401-00-11 REGULATOR	3 44	11D 800714	11.CTP	ž š		•
FAILURE MODE-OUT OF TOLE TO INTERNAL PRESSURIZAT	FAILURE MOSE-OUT OF TOLERANCE. THE FUEL TANK REGULATOR ALLONED TANK PRESSURE TO EXCELO UPPER YOLERANCE AT CHANGEOME R TO INTERNAL PRESSURIZATION AND AT DUGINE, CUTOFF.	LOGED TANK PRESSURE T	O E KC ET O W	1 10	ERANC	E AT CHANGEOUE	
SYSTEM EFFECT-OPERATION TOO HIGH.	78 H.E.						
VEHICLE EFFECT-NONE.							
CORRECTIVE ACTION-REPLACED REGULATOR.	ED REGULATOR.						
PNEUMATIC-A/B TAMK FRESS	51-407-A3-09 LON TAIN PRESSURE REGULATOR	CAPTIVE	90 990713	110	Ž Q	YEB HADLEY NO	3)6760
FAILUNE HODE-ERRATIC OPE UNES FROM 110 SECONDS TO 1 STOR UMEN SUBJECTED 10 A	C OPERATION. ABHORMAL OBCILLATIONS APPEARED IN THE LOK PRESSURE REGULATOR IMMET AND OUTLET PRESS 8 TO BECO. THESE OSCILLATIONS ARE A RESULT OF THE UNSTABLE CHARACTERISTICS OF THE C MEATER REGUL. 10 A LOW THEST PRESSURE.	EARED IN THE LOK PRES	BURE REGUL	TOR IN	¥ 5.	D CUTLET PRESE C SERIES RECOL	
SYSTEM EFFELT-MONE, LOK	LOR TANK PRESSURE REMAINED STABLE.						
WATCLE EFFECT-NONE.							_
CORRECTIVE ACTION-NOME.				;			
PACUBATIC-A/B TAM PREBB	90-08-103 FAR FUELTANKPRESA.RELIEFVALVE,DIAPHRAS P-08218-3 M	FAR 16 7-08218-3	66 660 660 660 660 660 660 660 660 660	Ž,	2 8	YES B.H. MADLEY NO	
PAILURE MODE-STRUCTURAL. BEING CLOSED MMEN IT BHO	FAILUME MODE-BTRUCTURAL. PRESSURE NOT ATTAINED IN ULLAGE TAME, DIAPMAAN RUPTURED BUE TO BYNAMIC CMEGROUT UNIT VALME BEING CLOBED IMEN IT BNOALD MANE BEEN OPEN.	TAIK. DIAPHAN RUPTUR	55 AV 05	THANK	CHECK	OUT UNIT VALVE	

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	,	DIFFICULTIES REVIEW-PHEUMATIC BYSTEM-AIRBORNE	UMATIC BYSTEM-AIRBOR	Ä				
	3737EH 348-372TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F	1 10	SITE PRI VENDOR MANE	
	CORRECTIVE ACTION-VENDOR	TO CORRECT DESIGN OF	DYSANIC CHECKOUT VALVE MAICH CAUBED FAILUME.	INED PATLU	ن			*****
	PMEUMATIC-A/B TANK PRESS	De-De-077 FUEL TARK PRESSURE RELIEF VALVE	FAR 3-06E18-3	20 586 700	BYCANORE	5 2	YES B.H. MADLEY IN NO C	6709
	FAILURE MODE-FAIL TO OPE PECIFICATION LIMITS AT SM	OPERATE AT PRESCRIBED TING-RELIEF VALVE FAILED TO RESPOND 154EN FUEL TANK PRESSURE VENT ABOVE BUITCHOVER TO INTERNAL.	W FAILED TO RESPOND	BOEN FUEL	* **	510	E LENT ABOVE &	·- -
	CORRECTIVE ACTION-FATLUR	CORRECTIVE ACTION-FAILURE NOT CONFIRMED-UNIT REMORKED AND RECALIBRATED AS INDICATED IN FAR S8-D8-D83.	RECALIBRATED AS INDI	CATED IN	AR 98-06	-063.		
	PNEUMATIC-A/B TANK PRESS	98-08-084 PEGILATOR, FUEL TANK PRESSURE/DIAP 7-06217-8 HRALW/SEAL	FAR 1P 7-06217-3	5¢ 590700	E13	\$ 2	В. Н. НАОLET : NC 10942-3	200
	FAILURE MODE-LEAR, EXTERNAL-A MOLE IN THE USAING CONTROLLER UNIT	FAILURE MODE-LEAK, EXTERNAL-A MOLE IK THE DIAPHRACH AND LEAKACE BETH UBMING IN THE TANK BENDING CONTROLLER UNIT CAUDED EXCEDDINE DLEEDING.	DIAPHRACH AND LEAKAGE BETNEEN PLOM LINITING PIBTON SHAFT AND 178 TEPLON B CAUSED EXCESSIVE DLEEDING.	INITING PI	BTON BAN	F A	0 174 TEPLON B	
	CORRECTIVE ACTION-CONFIRMED-IN INITING PISTON SHAFT LEAK. 60/C	CORECTIVE ACTION-CONFIRMED-IN FAR 88-08-071 GD/C INITIATED ACTION WITH VENDOR TO CORRECT TEPLON BUSHING AND FLOM L Hiting Piston shaft leak. GD/C initiated action with vendor to consider diabhraga condition.	ED ACTION WITH WENDOR TO CORRECT TE	TO CORRECTAGE CONDITION	1 1EFLON	Bush	ING AND FLOW L	
	PHEUMATIC-A/B TANK PRESS	D8-08-082 REGLATOR, FUEL TANK PRESSURE-POPP 7-08217-3 ET	FAR 1-06217-3	55 560700	SYCAMORE	5 8	SYCAMORE YES B. M. MADLEY I NO NC 10542-3	***************************************
	FAILURE MODE-CONTANIMATE E OF A UNIDENTIFIABLE SAL CESS TO THE INTERIOR WAS	FAILURE MODE-CONTANINATION-A SMALL FOPPET IN THE FOMER SHUTOFF CONTROLLER WAS PREVENTED FROM CLOSING BY THE PRESENC E OF A UNIDENTIFIABLE SALT LIKE CRUST ON THE POPPET AND SEAT. CONTAMINATION WAS FROM AN OUTSIDE BOURCE WHOSE ONLY AC CESS TO THE INTERIOR WAS VIA VARIOUS SCREENED AMRIENT VEHTS.	JTOFF CONTROLLER WAS IT. CONTAMINATION WAS	PREVENTED FROM AN C	FROM CLO KUTBIDE B	STAKE OURCE	BY THE PRESENC MHOSE CHLY AC	
	CORRECTIVE ACTION-PAILUR	CORRECTIVE ACTION-PAILURE CONSIDERED TO BE UNIQUE AND CONSIDERED CLOSED MOMEVER 40/C WILL CONTINUE SURVEILLANCE He part.	IIDERED CLOSED HOMEVE	R 40/C WIL	L CONTIN	3	EVETLLANCE OF	
•	PME.UNIT.C-A/B FAMK PME38	88-08-083 Regulator, fuel tank Pressure	FAR 7-08217-3	9C 800700	ETR	2 Q	YES B.H.MADLEY INC NO 10542-3	***************************************
	PAILUNE MODE-ERRATIC OPE ME REGULATED PRESSURE VAR	OPERATION-SATISFACTORY REGULATION COULD NOT BE COTAINED. ON THREE ANDIENT BLOW-DOOM ATTEMPTS T Varied from 35 psig to 85 psig.	A.D NOT BE CRIMED.	ON THREE A	6 TABI 64	8	OM ATTENPTS T	
	COMSCIINE ACTION-PAILUM	COMPECTIVE ACTION-PAILUME NOT CONFINMED. LAS TESTS INDICATED REGULATOR OPERATED WITHIN NORMAL LIMITS. NO FURTHER AC 1574.	IED REGULATOR OPERATE	o with the	סאימר רן	<u> </u>	NO FUNTHER AC	

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	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	PATIC SYSTEM-AIRBON	¥				r
81816 8 808 - 81816 8	TESTARFORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART MUNDER	VEHICLE DATE DIF	817E TINE DEF	E O	VENDOR HANE	
PMEUMATIC-A/B TANK PRESS	90-09-089 FUEL TANK PRESS. RELIEF VALVE	FAR 7-00210-3	40 590700	Ę	47.05	YES B.H. MABLET HO	
FAILURE MODE-OUT OF TOLEN ACRED AND RESEATED WITHIN	⊴ •	PRIG QUTRIDE SPECIFI	CATION VAL	VE. 0URI	4	ALTBIB UNIT CR	
CORRECTIVE ACTION-FAILURE PMEUMATIC-A/B TAME PRESS	LUNE NOT CONTINUED-UNIT REMORED AND RECALIBRATED. 90-08-05-4 REGULATOR - FLEL TANK PRESS, SPRIN 7-06217-3 6	ECALIBRATED. FAR N 7-00217-3	40 990700	PACTORY	<u>5</u> 9	B.H. MADLET 1094E-8	- É
FAILURE MODE-STRUCTURAL. BTON SPRING BROKE AND JAM	FAILURE HODE-STRUCTURAL. FAILURE TO LOCK-UP OUTLET PRESSURE REACHED 72 PSIS, SHOULD NOT EXCEED ST PSIS. BHUT-OFT Ston spring broke and Jambed Betheen Piston and Cylinder.	E REACHED 72 PAIG, I	HOULD NOT		Ī	b. Briut-OFF PI	
CORRECTIVE ACTION-VENDOR	OR NOTIFIED-VENEOR WILL EXERCISE NORE STRINGENT QUALITY CONTROL MEASURES.	E STRINGENT GUALITY	CONTROL HE	ASURES.			
PHEUMATIC-A/B TANK PPESS	9A-08-11E BOILGFFVALVE, BEAL	FAR 27-00900-009	990700	EDAMAD 8	ភូទ	TES STEMAT WICHER	66793
PAILURC MODE-LEAR EXTE LALLOMBLE 0.00 CFN AT MMINEAGE OR CHANGE SP	FAILURE MODE-LEAR EXTERNAL-LEARAGE THROUGH BUTTERPLY BEAL IN CLUGED POSITION. LEARAGE MEASURED AT HO CPM AT 8 FAIG VALLOMBLE 0.08 CFM AT 8 PSIG) WAS DIE TO EXCESSIVE CLEARANCE BETNEEN BUTTERFLY BEAL AND MOUSING BEAL REBULTING FROM HHRINGAGE OR CHANGE IN DIAMETER WITH AGEING AND UNE.	IN CLUSED POSITION. CE DETYERN BUTTERFLY	LEAKABE NE PEAL AND	ABUMED A	7 20 MEAL	LEAKASE MEASUMED AT RO CPM AT 8 FAIG ? BEAL AND MOUSTIME BEAL REBULTIME FROM	
CORRECTIVE ACTION-TEPLON	ON AND KEL-P WITERIAL CHARACTERISTIC CHANGES AT TEMPERATURES TO HIMUS BOD DES. P BEING STUDIE:	CHANGES AT TEMPERAT	TURES TO HE	HUS \$00	Š.	P DEING STUDIE	
PIEUNATIC-A/B TANK PRESS	98-08-109 FUCL TAME PRESS. RELIEF VALVE	FAR 7-00£10-8	110 800700	E1.0	5 G	TES B.H. MADLEY NO	9294
FAILURE MODE-OUT OF SPECI	PECIFICATION. CRACK AND RESEAT PRESSURES NEME OUTSIDE SPECIFICATION LIMITS. POLLONING MEADJUST PACTORILY.	NES NENE CUTSIDE SA	CaP1Ca) 10M	LIMITS.	ğ	CATING READJUST	
CORRECTIVE ACTION-UNIT RE	I RETURNED TO VENDOR FOR BENSING BELLONS MODIFICATION AND CALIBRATION.	ON MODIFICATION AND	CALIBRATI	į			
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	DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AINBORNE	UMATIC STRIEM-AINBO					,
3737EM 318-3737EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE	VEHICLE DATE DIF	817E 11NE DIF	9 E E	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	98-08-119 FLEL TANK PRESSURE REGULATOR	FAR 7-00£1 F-3	96 96070	G18	ភូទ	YES B.M. MADLEY NO	•
FAILURE MODE-OUT OF 3P ED AT AH APPROXIMATE RA OF PLOW LINITING PIBTON	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE MINIMUM PRESSURE OF 59 PSIG AND A MINIMUM PRESSURE OF 87 PSIG OCCURR ED AT AN APPROXIMATE RATE OF 1 CPS DURING BLONDOMN. (MAK. ALLOMABLE 59.8 PSIG). PAILURE DUE TO DIMENSION VARIATIONS OF PLOW LIMITIMG PISTON AND TEFLON BUSHING. ALSO EXCESSIVE PLUMOLUBE MAS PREBENT IN INLET.	THE OF 59 PAGE AND PREBES	A MINIMUM PAILURE (IT IN INLE)	PRESSUR UE TO 01	E SE	67 PSIG OCCURR ON VARIATIONS	
CORRECTIVE ACTION-ACTI	CORRECTIVE ACTION-ACTION MAS INITIATED TO CORRECT DINEMSION VARIATIONS AND TO LIMIT USE OF PLUOROLUBE. EUMITIC-A/B DASTL/AL-4DN-09-06 COMPOSITE-FRD/DPL 40 A-E YES MARKET AND TO LIMIT USE OF PLUOROLUBE.	N VARIATIONS AND TO	90 FINIT USE	OF PLUCE	3 2 S		•
FAILURE MODE-ELECTRICA THE CLOSING PPESSURE E VALVE.	FAILURE MODE-ELECTRICAL SHORT. THE VALVE MAS OPENING AT 2.6 PSI TO 5 DEGREES, THEN STOPPING, AND CLOSING AT 2.3 PSI THE CLOSING PPESSURE SHITCH ON THE PRESSURE SENSON	6 PS TO S DECREES. OL WAS PUSED TOCETH	THEN STOP	1 APPAREM	9 1	1MG AT E.8 PSE PUNCTION OF TH	
STSTEN EFFECT-OPERATIC	SYSTEM EFFECT-OFERATION TOO LOA-MISSILE LOX TANK PRESSURE WAS TOO LOM.	WAS 700 LOM.					
VEHICLE EFFECT-DAL MAS AB	AS ABORTED AND REACKENILED.						
PACHATIC-A/B	99-08-107 BOLEHOLD OPER, CHECK VALVE-HELIUM	FAR 1 E7-06117-9	35 390908	CTR	5 8	YES INTERSTATE ENG.	6500
FAILURE MODE-FAIL TO C UNGER AREA. S/PZ.	FAILURE WOE-FAIL TO OPERATE AT PREBCATBED TIME, FAILED TO DUMP BOTTLE PRESBURE, MATER, OIL AND BURT IN SOLEHOID PL NGER AREA, S/PE,) DUMP BOTTLE PRESSU	ZE. MATER,	OIL AID	2	IN SOLEHOID PL	
CORRECTIVE ACTION-BLOW	CORRECTIVE ACTION-BLOM-BOAN CONDUCTED TO REMOVE CONTANINATION. SO MICRON FILTERS INSTALLED.	ION. 10 MICRON FILT	ERB INSTAL	ė			
PEUMITC-A/B TAIN PREBE	98-08-107 SOLEMOID OPER. CHECK VALVE-HELIUM	FAR 87-04117-0	960603	8	ភ្នំទ	YES INTERSTATE CHE	•
FAILURE MODE-FAIL TO C	OPERATE AT PRESCRIBED TIME. CHIPPING AND SCORING OF THE HYLON BUNFER DEPOSITED CHIPS IN VALVE VALVE MAS NOT CHILLED IT FAILED TO OPEN. 3/K 58.	AND ACCRISE OF THE EN. 3/K 59.	Thus Bush	in ocross	ş	HIPE IN VALVE	
CORRECTIVE ACTION-60/C	CORRECTIVE ACTION-60/C TO INSTALL SO HICRON PILTER IN THE HELIUM SUPPLY LINE.	HELIUM BUPPLY LINE.					
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		DIFF	DIFFICULTIES REVIEW-PHEUNATIC STSTEM-AIRBORNE	AATIC BYSTEM-AIRBOR	¥					
	818-315M	זבאז/תם לאוננס כס	TEST/RECORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	811C 11HE 01F	1 N O	VEHICLE BITE PRI VENDOR PART NO	¥ =	
	PHEUMATIC-A/B TANK PRESS	PB-(18-107 SOLLHOID OFER.	אבכע משרתב-אברו חש	FAR 87-06117-0	90 8#0#0£	25	£ 8	YES INTERSTATE CHE	*	.,00.60
	FAILURE MODE-FAIL TO OPERATE AT PRESCRIGED TING. ILLING TO SEAT WHEN CHARGE LING WAS DUMPED. S/M 22.	RATE AT PRESCRIU	II To operate at prescriblo ting, unter, oil, aid rust in bolendio plumer area resulting in umit fa Charge Line was Dumped, s/m er.	. AND RUST IN BOLEN	OIO PLUNCE	R AREA 9[20.1	E 14 CE	2	
	CORRECTIVE ACTION-BLOW DOWN CONDUCTED TO REMOVE CONTAMINATION, 10 HICRON FILTERS INSTALLED.	OWN CONDUCTED TO	O REMOVE CONTANINATION	DN. 10 MICRON FILTE	RS INSTALL	8				
	PMELMATIC-A/B TANK PRESS	94-0e-096 Valye-namual shut-cep	4UT-GFP	FAR 7-00233-11	290400	COMMISS	7E 8	YES ROBERTSHAW FUL.	ş	10000
	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED EVIDENCE THAT VALVE MAD DEEN OVER TORBUED.	RATE AT PRESCRIE DEEM ONER TORAUE	TO OPERATE AT PRESCRIBED TINE, VALVE FAILED TO CLOSE SUFFICIENTLY TO ALLOW INSERTION OF LOCK LUG E MAD DEEN OVER TORBUED.	ED TO CLOSE BUFFICE	ENTLY TO A	TON 1HO	D 114	M OF LOCK	3	
	CCRRECTIVE ACTION- VALVE	HODIFIED BY CHAN	VALVE HODIFIED BY CHANGING LOCKING DEVICE TO SLIP PIN LOCK FOR D-SERIES VEHICLES.	TO SLIP PIN LOCK F	OR D-3EA16	S WENTERE	,			
	PNE LOLATIC - A / B TANK PRESS	98-08-073 REGULATOR-FUEL TAIM PREBSURE	TAIG PRESSURE	FAR 7-08217-3	30 590600	ETA	N O	YES B.H. MADLEY IN 686013 NO C 19542-3	W 11M	610000
	FAILURE MODE-CONTAMINATION OF FLUCROLUBE ON THE HIGH PRESSURE INLET SHUT-OFF PISTON, PLOM LIMITER HIGH PRESSURE ACT INVATION SHAFT, REGULATOR PISTON AND INTERIOR BODY CAUSED REGULATOR TO OPERATE ERRATICALLY. THE RESTRICTING ACTION OF THE SHUTOFF PISTON AND REGULATOR PISTON.	ON OF PLUOROLUBE PISTON AND INTER THE NORMAL RAPI	E ON THE MIGH PREUSUI MOR BODY CAUSED REW TO OPERATION OF THE 1	RE INLET SHUT-OFF P. ULATOR TO OPERATE E. BHUTOFF PISTON AND	1970N, PLO RRATICALLY REGULATOR	# 13837E8 - THE RES P187ON.	1	* PRESSURE TIME ACTIO	ž b	
	CORRECTIVE ACTION-GO/C HAS INSTITUTED CORRECTIVE ACTION TO PREVENT EXCESSIVE APPLICATION OF PLUCACIURE TO UNIT INLE	AS INSTITUTED CO	LACTION-GO/C HAS INSTITUTED CORRECTIVE ACTION TO PREVENT EXCESSIVE SENSING CORRECTION OR REPLACEMENT OF	MEVENT EXCESSIVE A	APPLICATION OF THE ITEM PART.	OF PLUCA	5	E TO UNIT	IME	
	PACURATIC-A/B TANK PRESS	98-08-071 REGULATOR, FUEL NE	98-08-07; FAR PRESSURE-O-M! 7-06E17-3 REGULATOR, FUEL TANK PRESSURE-O-M! 7-06E17-3 NE	FAR 7-06217-3	7¢ 99:06:00	£7.8	76.	YES B.H. MADLEY IN SEEDIL NO C 10342-3	2 -	11000
1	FAILURE MODE-LEAK	HESMAL, LEARACE BETH: : HHAFT AS INTENDED.	ENTENNE, LEARAGE BETWEEN PLOM LIMITIMS PIBTOM BMAFT AND ITS TEFLOM BUBMING. BUSMING MAS NOT EXEM : BMAFT AS INTENDED.	IBTON BHAFT AND 178	TEFLON BY	#1# · #	2	100	CXCA	
	CORRECTIVE ACTION-60/C IN	HITIATED ACTION	60/C INSTINTED ACTION WITH VENDOR TO CORRECT PROBLEM. VENDOR EVALUATING TEFLON SEALS AND O-RIMSS	ICT PROBLEM. VENDOR	EVALUATIN	4 TEPLON	3	AND O-RI	į	
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	DIFFICULTIES SEVIEW-	DIFFICULTIES REVIEW-PMEDMATIC STRIEM-AIMBORNE	ď.				
8151EH 8UB-5181EH	TEST/REPORT HUMBER FAILED COMPONENT HAME	DIF DATA BOUNCE PART NUMBER	VEHICLE BITE PRI DATE DIP TIME DIP OTH	817E 11ME DIF	2 5 2 5	VENDOR NAME VENDOR PART NO	
PHEUKATIC-A/B TANK PRESS	UL377A1-40E-00-04	ž.	40 98098	1-4	152		•
FAILURE MOE-FAIL E TO BE COMPLETED. IGHT PRESSURE.	. DURING OPERATION-MISSILE LOE TANK FAILED TO REACH FLIGHT PRESSURE IN TIME TO ALLOM COMMIT SEQUENC LEVEL OF LOE WAS APPARENTLY LONGR THAN PLANNED, THUS INCREASING ULLAGE SPACE AND TINE TO REACH FL	LED TO REACH FLIGHT PRE N PLANDED, THUB INCREAS	ISSURE IN T	INE TO AU	3	COMIT SEQUENC NE TO REACH FL	
SYSTEM EFFECT-OPE	CANTON TOO LONG.						
VEHICLE EFFECT-CO	VEHICLE EFFECT-COMIT BEQUENCE ABORTED AND COUNTDOM RESCHEDULED	screbued.					
CORPECTIVE ACTION	CORPECTIVE ACTION-BEGLENCE TIMER EXTENDED TO BE BECOADS TO ALLOW PRESSURIZATION OF GREATER THAN PLANNED ULLAGE SPAC	TO ALLOW PRESSURIZATION	735 % X	ER THAM	Ş	ED WLASE SPAC	
PHEUMATIC-A/B TANK PRESS	90-08-102 REGLATOR, FUEL TANK PRESS/O-RING	FAR 1NG 7-08217-3	038086 09	ž,	ğ Q	TER B.H. HADLET NO 10542-3	66635
FAILURE MODE INTEL NTROL PRESSURE DUE	FAILURE MODE INTERNAL LEAK. UNIT BECAME COMPLETELY INCMERATIVE DURING SYSTEM CHECKOUT. FAILURE CAUSED BY LOBB OF Itrol Pressure due to excessive Leakage Past O-Rimas in Pomer Baut-Off Valve assembly. O-Rimas Were DRY.	ERATIVE DURING BYSTEN '	SNECROUT. F	ATLURE CA		97 LOSS OF CO	
CORRECTIVE ACTION-VENDOR	+VENDOR ADVISED OF O-RING LUBRICATION CONDITIONS. VENDOR TO PRE-LUBE O-RINGS.	CONDITIONS. VENDOR TO	PRE-LUBE O	-R 1 MGB .			
PAEUMATIC-A/B	AZC-ET-05E/P4-403-00-07 FUEL TANK PRESSURIZATION DUCT	FLICHT	70 380310	27	₽ 9		***************************************
FAILURE MODE-STRU AID AIFFRAME CAUS RE 42 INCH HOTION.	CTURAL, FLOW OF MELTUM ED BY A MALFUNCTION OF	TO THE FUEL TANK IND REDUCED AD RESULT OF DAMICE TO THE PRESSURIZATION THE LAUNCHER BE RELEASE MECHANIAN. THIS CONDITION OCCURRED -0.4 DECOM	T OF DAMAG	TO THE	# T	SURIZATION DUCT D.4 BECOND BEFO	
S'S'EN EFFECT - L	S"STEM EFFECT - DEPLETION OF GAS SUPPLY.						
WHICLE EFFECT-LOSS OF	OSS OF VEHICLE INTEGRITY. FYSTEN EPPECT - DEPLETION OF GAS SUPPLY.	- DEPLETION OF GAL BU	į				
CORRECTIVE ACTION BE REVISED TO INCL RANCES FOR ALL NOW	CORRECTIVE ACTION-HOLDDOMM PIN RETRACTING LINKAGE ADJUSTMENT PROCEDURE TO BE BUPPLEMENTED. INSTECTION PHOCEDURE TO BE REVISED TO INCLUDE IME CHECKING OF ALL JOINTS FOR PROPER ADJUSTMENT AND LUBRICATION. AND TO CHECK FOR PROPER CLEA RANCES FOR ALL MOVING PARTS. BELL GRAME RETAINING BOLTS OF HIGHER MEAT-TREAT STEEL TO BE INSTALLED ON ALL LAUNCHERS.	THENT PROCEDURE TO BE PER ADJUSTMENT AND LUB OF HIGHER MEAT-TREAT B	BUPPLEHENTI RICATION, A	ED. INSTE	CTIC CTIC CTIC CTIC	N PROCEDURE TO FOR PROPER CLEA ALL LAWKHERA.	
PHEUNATIC-A/B TANK PRESS	PS-08-081 BOI LOFF VAL VE, BWI TCH	FAR 87-0011E-7	008060	BICANORE	5 8	BYCANORE VES STEMAT WARNER NO.	
FAILURE OVDE-FAIL	LURE TO CPERATE AT PRESCRIBED TIME- MICRO SKITCHES BURNED AS A RESULT OF HISM CURRENT DRAWS BY HOTO	INO SKITCHES BURKED AS	A PEBULT O	7 H8 64 CE		T DRAME BY A010	

GENERAL DYNAHICS CONVAIR BIVISION

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	23. 28. 38. 28.	DIFFICULIES REVIEW-PHEUMATIC STRIEM-AIRSCAME	LUNATIC BYBIEN-AIRBOR	7	Ì			_
	87.87EN 81.6 - 87.87EN	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE BITE.	\$116 714E 01F	1 to	VENDOR NAME OF THE PART WO	
	CORECTIVE ACT.ON-REF.	. FAR B8-08-07E.						399043
	PIEUMATIC-A/B	64-08-080 enicoff valve-confector	FAR 27-80363-1	80300	SYCANORE	ž 8	SYCANCHE YES STEMAST WARNER NO	2000
	FAILUME MODE-FAIL TO THE VALVE COT ECTOR I I THE VALVE AND BURNERS E SOLEMOID TO JAM.	FAILUNE MODE-FAIL TO OPERATE AT PRESCRIBED TIME THE VALVE AND CONTROLLER FAILURE MAS THE RESULT A WIRING CHANGE IN THE VALVE COTECTOR, INADVERTENTLY NOT CARRIED THATO ON THE MISSILE WIRING, THE CONTROLLER SMITCHES MERE GROUNDED THA — THE VALVE AND BURNED OUT, THE WOLTAGE AT THE SOLENOID REACHED SE VOLTS FROLENOID RATED AT 24 VOLTS) THERED T E SOLENDID TO JAM.	AND CONTROLLER FAILL MISSILE WRING, THE ACHED 36 VOLTS (SOLE)	RE MAS THE CONTROLLE IOLO RATED	E RESULT E BWITCHE AT E4 WO	A MIR	ING CHANGE IN E GROWDER THR THERED! CAUSLIN	
	CCERECTIVE ACTION-1.	CHER-YOLTAGE CONDITION AND WIRING OF THE VALVE AND CONTROLLER CORRECTED AT ALL REDESIGN AND REGUMLIFICATION. RELIABILITY CONTINUING SURVEILLANKE OF REDESIGN.	OF THE VALVE AND CONTROLLER CORRECTED AT ALL SITES. 2. THE IABILITY CONTINUING BURVEILLANCE OF AEDESIGN.	ALER CORF	ECTED AT OF REDEBI	7 5 5	ITES. 2. THE V	
	PHE UNATIC-A/B	96-08-087 DHSCORECT-418E OFF	FAR E7-04189-1	390500	CIR	F. 0	TES ROBERT SHAW FU NO LICH 1713-20061-1	2006e
	FAILURE HODE-CONTAPIN	FAILURE HODE-CONTAPINATION-FOREISM MATERIAL LOUGED IN THE AN COMMECTOR.	AN CONECTOR.					
	CORRECTIVE ACTION-ED/	ON-60/C INSTITUTED A PROCEDURE FOR PLOA CHECKING THE LINES IN THE FIMIL STACE OF PLUNDING CHECKOUT	CRING THE LINES IN	P.E. FINAL	BTACE OF	2	ING CHECKOUT.	
	Pre-usatic-a/8 tark Press	90-08-087 A:SE OFF DISCOSSECT, TANK BENCINS	FAR ET-OBIZE-1	99090	S.	ž 8	YER ACBERTANAM FUL. ND TON 1713-20401-1	6×6
	PAILURE MODE-CONTANTS BE MAS NEGLIFENCE OF S	PAILUME MODE-CONTANINATION. FOREIGM MATERIAL LODGED IN COMMECTOR. MATERIAL WAS A SLUG CUT OUT OF A PLASTIC CAP. CAU NE was negligence of Assembly and/or test pertonge.	CAMECTOR. MATERIAL MA	9 v 8 ce	5 24 Q	4	ABTIC CAP. CAU	
	CORRECTIVE ACTION- A	CORRECTIVE ACTION- A FLOW CHECK OF LINES DURING FINAL STAGE OF PLUMBING IS NOW	ACE OF PLUMBING IS NO	w mde.				
i	PREMATICANS TAME FREES	BH-CB-CBB HELIUM CMANGEDYER VALVE, SEAL	7-08234-13	390421	4	58	TES B.M.MASLEVINC NO	30000
	FAILURE MODE-LEAR, SI	IAR, INTERNAL-BEALB NICRED AND ONE BEAL COLD PLOMED TO THE EXTENT IT WAS NOT EFFECTIVE.	LD PLOMED TO THE EXTE		MOT EFFE	CIN		
1	CORRECTIVE ACTION-1.	CORRECTIVE ACTION-1. VALVE REPLACED BY VALVE OF DIFFERENT DESIGN AND MANUFACTURE. 2. USAGE OF VALVE CEASES WITH Earles. 3. No recompendations due to limited usage remaining.	T DESIGN AND NAMERACT	MC. 8. U	9 9 9	N N	CEASES WITH C &	
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GENERAL BURNINGS

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****	FIFTCULTES RESEL +PHEUMATIC STRICH-AIRBONNE	EUMATIC SYSTEM-AIRBO	JK.				ſ
8151ER 816-9191ER	TO VERLIGET NUMBER FAILED COMPUSENT YANG	DIF BATA BOURCE PART HUMBER	VEHICLE DATE DIF	411E 11HE DIF	E O	VENDOR NAME VENDOR PART PO	
PMEUMATIC-A/9 TAME PMESS	FTA4874/PS-401-00-03 CMECK VALVE-SOLENOID CPERITED	الكاف	50 590419	13	÷ 5		632669
FAILUEE MODE-FAIL T E AGITE PRESSURES A BBILE DETAMENG OPER BYBIEN WHICH COULD H	PAILUME MODE-FAIL TO OMERATE AT PRESCRIBED TIME. DIFFICHLIY WAS ZAPERIENCED ON THE FIRST ATTEMPT TO EQUALIZE MISSIL E AGUILE PRESSUMES AFTER THE RUN WHEN AT LEAST ONE OF THE SOLENGID ACTUATED CHECK MANTES FAILED TO OMERATE. MFER MI SSELE DETAMKING OMERATION OF THE VALUES WAS SATISFACTORY. POST-TEST CHECKS PEWEALED THE PRESENCE OF HOISTURE IN THE SPRICH MAICH COULD HAVE FROZEN THEME VALUES.	TY WAS TAPERIENCED OF SOLENOID ACTUATED CHIPOST-TEST CHECKS PEN	N THE FIRST ECK YALVES EALED THE P	ATTEMPT FAILED T	0 0 0 0 0 0 0 0	BUALIZE MISSIL RATE. AFTER MI ISTURE IN THE	
STREE EFFECT-OPERA	STETEN EFFECT-OFERATION DOES NOT START, ON FIRST ATTEMPT MELIUM BOTTLE PRESSURES COALD NOT BE EQUALIZED	HELITS BOTTLE PRESSU	1 CONTO 1	DT 86 64	WLIZ	ė	
VEHICLE EFFECT-MORE CORRECTIVE ACTION-P CRABLY ENTERED THE 8 ATE ANY HOISTURE.	E. Post-Test checks revealed Hoisture in Statem Unich Colld Maye Frozem the Valves. This Hoisture Pr Statem unile Helium Sottles Were Bring Changed Prick to the 75st. The Bystem Las Purged to Elimin	IYBTEN MICK COULD MA CHANGED PRICK TO THE	VE FROZEN 1 7EST. THE	HE VALVE BYSTEN H		IS MOISTURE PR RGED TO ELIMIN	
HCUM TIC-A/B TAM PRESS	96-00-079 FLEL TANK PRESSURE RELIEF VALVE-O- 7-04219-3 RING	FAR O- 7-04218-3	290400	ETR	₩ Q	B. H. HADLET I	190041
FAILURE MODE-LEAK E	EXTERMAL-O-RING AT THE BEREN ADJUSTMENT VARIABLE CRIFICE WAS PARTIALLY CUT OR	F VARIABLE CRIFICE MA	9 PARTIALL	8	BHEAR	SHEARED CAUSING EXC	
CORRECTIVE ACTION-C FAILURE IS CONSIDER	CORRECTIVE ACTION-CONFIRMED-GOZC INITIATED ACTION WITH VENDOR TO MONITOR THE ASSEMBLY OF THE FAILURE IS CONSIDERED AN ISOLATED CASE.	DEDOR TO NOWETOR THE	ABSEMBLY OF	THE VAR	IABLE	VARIABLE ORIFICE. THIS	
FMETUATIC-A/B TAKE PRESS	88-98-072 BOIL-GFVALVE, CONTROLLER	FAR 27-08118-7	\$¥04(L)	5	n õ	BTEMRT MARKER B7/4L43	81000
FAILURE MODE-OUT OF TOLERANCE. THE CAUSE FAICTIONAL RETISTANCE BUILDUP LURE TO OPERATE DURING INC. BLONDOM.	FAILURE MODE-OUT OF TOLERANCE. THE GEAR AND CAM TRAIN MATERIALS, TOLERANCE AND FINISMES MERE OF SUCH A MATURE AS TO CAUSE FAICTIONAL REFISIONEE BUILDUP THEREBY OWERLOADING THE MOTOR AND SMITCHES IN THE CONTROLLER RESULTING IN A FAI UNE TO OPERATE DURING YNE: SLONDOMN, 16 FAILURES OF THIS UNIT).	TEPJALS, TOLERANCE AN THE MOTOR AND SMITCHE UNIT),	D FINISHES S IN THE CO	NERE OF	BUCH FEBRUARY FEBRUARY	A MATURE AS TO R.TING IN A FAI	
CORRECTIVE ACTION-N ONTROL OF THE VALVE THE CYCLE, NEW DESIG	CORRECTIVE ACTION-NEW DEBIEM OF THE VALVE SUBBITIUTES A BECTOR GEAR AND PINION FOR THE SEAR AND CAN DESIGN. SPEED C NIROL OF THE VALVE ACTION VILL BE OBTAINED BY THE ADDITION OF A DIODE BY PASSING THE NOTOR GONERNOR DURING THE CLOS NA CYCLE. NEW DESIGN WILL BE EFFECTIVE IN FIELD URAGE WITHIN 30 DAYS.	BECTOR GEAR AND PINIC ON OF A DICOE BY PASS THIN 30 DAYS.	M FOR THE .	LEAR AND TOR COVE	CAN D	EBSCH, BPEED C	 -
PHECHATIC-A/B	#6-06-075 REGULATOR, FUEL TANK PRESSURE	FAR E7-80001	30 160400	CTA	76.8 BOS	bos	
FAILURE MODE-ERRATI	FAILUM: MODE-ERRATIC OPERATION. FUEL IN THE AIRBONNE FUEL TANK REGULATOR AND RELIEF VALVE AS A MESULT OF TURSULENCE At the sumpace of the fuel Dubling the Vehilum Besurnce. This Turbulence has but to betaering of the Vehito Start Ta K: 648 charge into the fuel Tank.	L TAME REGULATOR AND THIS TURBULENCE HAS D	RELIEF VAL INC TO BETW	A 41 12 00 1	¥ 4	CATURALINE	
						PA66 0100	

GENERAL DYNAMICS CONVAIR SIVIBIOH

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15 JUN 1884

DIFFICULTIES HEVIEW-PHEUMATIC SYSTEM-AIRBORNE

8181EN 8UB-8YSTER	1631/	TEST/REPORT HUMBER	DIF DATA SOUPCE PART NUMBER	VEHICLE DATE DIF	817E	# 0	VENDOR NAME VENDOR PART NO	
9,000		and design and and and and and and and and and an	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		,		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	***
	NO DEGREES AND CANAMINE OF THE PLONE	DEGREES AND CANNOT BLOW HATO THE DUCT. INSTALLATION DRAWINGS ARE ALSO BEING MADE FOR A COM LOW PRESSURE PLOW.	INSTALLATION DRAW	INCS ARE A	80 BE 1 NO	40	FOR A CHECK V	
PMEUMATIC-A/B TAME PRESS	3E-401-A1-GE BCILGFF VALVE CONTROLLER	E CONTROLLER	CAPTIVE 27-00112-7	20 500317	-1950	ភ្ជុំ		36234
FAILURE MODE-FAIL CONTROLLER 2.7 PSE	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. CONTROLLER E.T PSIG CONTACTS MERE FUSED TOGETHER.	RIGED TINE, THE BOLLOFT ED TOGETHER.	THE BOILOFF VALVE DID NOT OPEN AT 1-17 MINUTED. THE VALVE PRESDURE	EN AT 1-17	MINUTEB.	Ĭ	AALVE PRESSURE	
SYSTEM EFFECT-OFERATION TWO LOW.	ATTOR TOO LOM. THE	THE BOILOFF VALVE NOULD NOT CLOSE PREVENTING THE LCK TANK PROM GOING TO SEQUENCE	it close Preventing	THE LOK TO	IN PROP	3	TO BENEMEE 3	
WENICLE EFFECT-COL	VEHICLE EFFECT-COUNTDONN ABORTED AND RESCHEDULED.	KEOKDUED.						
CORRECTIVE ACTION-REPLACE		ENTIRE BOLLOFF ASSEMBLY.		•				
PREUMATIC-A/B TANK PRESS	98-08-068	ш	FAR 27-C0204-101	136 590300	£78	41. 10.	YES PEACOCK NO	
FAILURE MODE-FAIL IETT TAM PRESSURE.	TO OPERATE AT PRESCI	TO CPERATE AT PRESCRIBED TIME-UNIT MEJMINED IN BHUT CFF POBITION WHEN ACTUATED, AND WOULD NOT REL	ED IN BAUT OFF POS	NOW MOIL	ACTUA TED	¥ .	WOULD NOT REL	
CORRECT'VE ACTION-THIS ITEM MILL TO FAIL. NO FURTHER ACTION TAKEN.		NOT BE USED ON D-SERIES VEHICLES. THIS UNIT WAS THE SECOND AND LAST & CR.	MICLES. THIS UNIT	AS THE SE	CHE AND	5	B OR C-SCRIES	
PIELMATIC-A/B TAIM PRESS	ZC-7-219/PZ-301-D0-09 R13E GFF 018COMECT V	XC-7-219/PZ-301-00-09 R19E OFF DISCOMECT VALVE	P.164T	0 33 0 6 5 35	1.57.2	7E\$ 7E\$		04440
PAILURE MODE-LEAK- 816 BY 162.3 SECOND	EXTERNAL: MELIUM UL: 18. THE CAUBE IS ATTI	PAILUME MODE-LEAK-EXTERNAL. HELIUM ULLAGE PRESSURE BEGAN A GRADUAL DECAY AT 137.2 BECOMDS, FROM 60.3 PSIG TO 50.0 P 816 BY 162.3 SECOMDS. THE CAUBE IS ATTRIBUTED TO THE LEAK IN THE PUEL DISCONNECT VALYE.	GRADUAL DECAY AT 1. THE PUEL DISCONE	37.E SECON	. FROM	8	Paie 70 30.0 P	
BYSTEN EFFECT-DEPL	BIBLEH EFFECT-DEPLETION OF GAS BUPPLY, HELIUM BEING USED IN THE FUEL UNCOMERED THE DISCONDECT PORT.	ELICH BEING USED	TO REPLACE THE LOST PUEL POLICHED BY A MORE RAPID LEAK WHE	ret Pata	4 74 63	ğ	RAPID LEAK WE	
WENTELE EFFECT-LOSS OF ALLE DESTRUCTION.		WEMICLE INTEGRITY. UMBLE TO MAINTAIN TAIM PRESSURE RESULTS IN BULANTAD REVENSAL AND MISSILE	N TANK PRESSURE RE	MATS IN BO	ARMEAD A	T ACE	AL AMD HIBBILE	
CORRECTIVE ACTION-	-HOME, SECONDARY PAILURE.							1

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	\$18-8-818	FAILED COMPONENT NAME	PART HUBER	DATE D'F	=		OTH VENDOR PART NO	
	PMEUMATIC-A/B TAME PMESS	90-00-070 REGULATOR, FUEL TANK PRESSURE	FAR 7-00217-3	9C 9 P O E 0 0	E78	7 C	B.H.HADLEY INC 10542-3	01000
	FAILURE MODE-CONTANINA!	MINATION CAUSED BY MERCURY AND METAL CHIPS AS MELL AS DRIED LUBRICANTS ON THE INTERIOR PARTS OF RESALTED OF EXCESSIVE WENTING THAU THE BLEED PORTS.	41P3 A8 WELL A8 DRIED BLEED PORTS.	LUBRICANTE	\$ #	I AJĘRI	CO PARTS OF T	. <u> </u>
	CORRECTIVE ACTION-FAILL	THOM-FAILURE NOT COMFIRMED 60/C HAS TAKEN ACTION TO PREVENT CONTABINATION REOCCURRENCE BOTH AT VENDORS. "WE VALLATING TEST LAB. BY STRINGHT GUALITY CONTROL MEASURES."	CTION TO PREVENT CONTY T CONTROL MEASURES.	MINATION A	EOCCUARE	¥ .	TH AT VENDORS	1
	PREUMATIC-A/9 TAM PRESS	98-08-066 REGULATOR-TUEL TANK PAESSURE	FAR 7-00217-3	116 590200	C18	5 5	MADLEY INC. 10648-8	46,46
	PAILUME MOSE-OUT OF BM	of specification on tolerance-regulator would not control pressure within tolerance.	WOULD HOT CONTROL PRI	EDDURE VST	IIN TOLER	NACE.		
	CORECTIVE ACTION - NO INPRO	- NO FAILUTE. OPERATION WAS WITHIN LINI INTROVE TEST PROCEDURES.	MAS WITHIN LIMITS. 60/C DIRECTED PERSONNEL	RECOURT. TO	PROVIDE		TO PROVIDE MORE ACCURATE INSTR	
	PIEUNATIC-A/B TANK PRESS	98-06-063 FUEL TANKPRESSURE VALVE, DIAPARAGN	FAR 7-06210-3	11B 500£00	C.	2 0	HADLEY INC.	2612
	FAILURE MODE-ERRETTE G BUPPLY, ERRATTE GPERATTI	FAILUME MOCE-CRAZIIC CPERATICH-UNIT CRACKED URELIEVED) AND CONTINAED TO RELIEVE UNTIL CHANGEOVER TO EXTERNAL MELIUM Supply, erratic operation caused by a hole in the controller Diaphrabh.	D CONTINUED TO RELIEV LER DIAPHRAGH.	E 4411. OF	UKEOVER	70 EX	TERMAL MELIUM	
	CORRECTIVE ACTION-CAUSE IN THE FIELD.	E OF FAILURE NOT CONFIRMED-VENDOR UBING NEW BILICONE RUBBER, TYPE ED701. NO RETROFIT OF UNITS	UBING NEW BILLICONE RU	BBCR. TYPE	10701 . N	0 20	NOFIT OF UNIT	
	PIEUWATIC-A/B Tauc Piess	98-06-065 HEL I UNCHANGEOVER VALVE : BEAL	FAR 7-08234-13	0030es	£	ž g	TES HYDROMATICS, 1 ND MC.	993131
-	PAILURE MODE-LEAK INTEL	INTERVAL-LEAK CAUMED BY A PRACTUME OF THE MEAL	THE BEAL ON THE HIGH PRESSURE BIDE.	PRESSURE S	ž			
	CORRECTIVE ACTION-HONE-VA	CORRECTIVE ACTION-HONE-VALVE IS OBSOLETE, AND USAGE IN VEHICLE SS IS THE LAST OF ITS TIPE. DIFFERENT VALVE MILL BED on c-beries vehicles.	EMICLE 89 IS THE LAST	OF 118 TH	DIFFE	100	AALVE MELL DE	
							PAGE 0100	
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GENERAL DYNAMICS CONVAIR DIVIBION

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11 JUN 1966

DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE

8787EW 808-8787EW	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	114E DIF	PRI VENDOR NAME OTH VENDOR PART NO	
PHEUMATIC-A/B TANK PRESS	ZC-7-E18/PE-303-00-04 PRE3JURE REGULATOR, FUEL TANK	PLICAT	4C 900127	101	7£8 80	55035
FAILURE MODE-FAIL DURING Pais AT BOOSTER CUTOFF, D IDERED, A MALFURCTION OF	40 CPERATION-AT 107 SECONDS, FUEL TANK PRESSURE EXHIBITED AM ABRUFT DECAY FROM 50 PRIG TO 40 Decaying further to 35.5 Prig During sustainer phare. Although other possibilities near come F the Fuel Tank Pressure Regulator appears to be the Host Lirely Cause of the Problem.	PRESSURE EXHIBITED SUSTAINER PHASE. AN	THOUGH OF	F DECAY F	FROM SE PRIG TO 40 IBILITIES NEME COMS THE PROBLEM.	
SYSTEM EFFECT-OPERATION TOD LOM.	STRICH EFFECT-OPERATION TOO LOW. BULKHEAD INTERLITY WAS MAINTAINED DURING PONERED PLISMT, MONEVER DATA INDICATES THE POSSIBILITY OF BULKHEAD RUPTURE AT 320 SECONDS WHEN BOTH THE LOX AND PUEL TANK PRESSURES INDICATED 25.5 PSIS.	TAINED DURING POLES	HED PLICHT	HOEVE HOICA	TO DATA INDICATES THE	
WHICLE EFFECT-HOME.						
CORRECTIVE ACTION-UNKNOWN.	*					
PEGMIIC-A/B TAIK PRESS	HST8 14-401-01-80/14-401-01-90 TAIN HELIUM PRESSURE BMITCH	CAPTIVE	023046	1	YES 80	993349
FEILURE MODE-ERRATIC OPE NO 4 PS: ("UEL) DURING TH	FEILURE MODE-ERRATIC OPERATION. REGULATION LIMITS ON LOX AND FUEL TAD D. A PAL TUEL) DURING THE TEST AND CYCLED AT A PREMEMENT OF 0.5 CPS.	AND FUEL TANK PRESSURE BATTCHES BAIFTED DOMN S PSI (LOII) OF 0.5 CPS.	; 84 (10 (E.8	ST-TE	DOM 3 PSI (LOK) A	
STSTEM EFFECT-MOME.						
VENICLE EFFET-NOIC.						
CORRECTIVE ACTION-CONTROL	L TANK PRESSURES WITH PREASURE PROGRAMER FOR POLLOWING TESTS.	TAINER FOR FOLLOWIN	TESTA.			
MEMATIC-6/8	98-08-087 Regulator-Puel Tank Pressure	FAR 7-00217-13	136	ETR	NO MADLEY INC. NO 1684E-8	85.07.00
FAILURE MODE-CUT OF TOLE VALVE.	LERANCE, UNIT CONTINUED CYCLING, RIBING TO AND ENCEEDING THE CRACKING PRESSURE OF THE RELIEF	IS TO AND ENCEEDING	THE CLACK	184 PRE 184	WAE OF THE RELIEF	
CORRECT: YE ACTION-NO PAIL	CORRECTIVE ACTION-NO PAILURE, OPERATION NAS NITHIN LINITS-60/C DIRECTED PERBONNEL.	D/C DIRECTED PERSON	EL TO PROVIDE	VIDE HOR	HORE ACCURATE INSTRUME	
PRECIONALICEAND TANK PREES	FE-06-064 HEL!! UNEHUTOFF VALVE, BOLTB	FAR 7-06254-13	4c 990100	CTA	YES HABLET INC. NO	
PAILURE MODE-LEAR EXTERN F BOOT BOLTS.	PHAL-LEARAGE AT VALVE BOOV IN BOLT AREA. CAUSE OF LEAR DETERNINED TO BE INABERNATE TORQUINS	ia. Caude of Leak Di	: TCAHINCO	5 3 3	ADCOUNTE TORGUIND O	
CORRECTIVE ACTION-VENDOR	CORRECTIVE ACTION-VENDOR AND 40/C RECNECKED ALL UNITS POR PROPER TORBUING OF VALVE BOOV BOLTS. UNITS NOT	IOPEA TORSUING OF VA	100 JAT	POL. 78 . 46	N; 16 NOT NEET1 N6 RE	
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13 JUN 1966

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15 Jul 1016	DIFFICULTIES REVIEW-PNEUMATIC SYSTEM-AIRBORNE	CUMATIC SYSTEM-AIRBON	¥		
SYSTEM SUB-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIP DATA SOUNCE PART NUMBER	VEHICLE BITE DATE DIF TIME DI	BITE PRI VENDOR MANE TIME DIF OTH VENDOR PANT NO	
OUTREMENTS ARE TO BE RE	LJECTED.				*****
PHEUMATIC-A/B TAME PRESS	BE-08-06E HAMURL SHUTGFF VALVE	FAR 7-08235-11	2C 678	YES ROBERTHANN FUL. NO TON	***
FAILUKE MODE-LEAK EXTI MERE INSERTED.	FAILURE MODE-LEAR EXTERNAL CAUGING LOBS IN FUEL TANK PRESDURE DUE TO VALVE NOT BEING FULLY CLOSED WHEN LOCATING DOGS Near Inserted.	BURE DUE TO VALVE HOT	BEING FULLY CLOS	ED WEN LOCATING DOGS	
CORRECTIVE ACTION-60/C R. SPRING LOADED PIN LOCK.	CORRECTIVE ACTION-60/C REPLACED THESE VALVES WITH ONE NOT SUSCEPTABLE TO MUMM EMPOR. THESE NEW VALVES INCORPORATE SPRING LOADED PIN LOCK.	" BUBCEPTABLE TO MUMA	I EAROR. THESE HEY	VALVES INCORPORATE	
PACUMATIC-A/B TAIN PRESS	86-08-08E MAIGLA BHUTOFF VALVE	FAR 7-04253-11	EC \$#0100	NO FULTON NO E4E-80047	*
UME MODE-LEAK, VAI T FULLY CLOSED WH	FAILURE MOCLLEAR, VALVE LEAKED PAST BUTTESPLY CAUSING A 1088 OF FUEL TANK PRESSURE, CAUSE WAS MUMAN EARCH. VALVE W AS NOT FULLY CLOSED WHEN THE LOCKING DOGE MENE INDERSTED. THE DOGS WHEN FORCED AGAINST THE CAN, MERE CHUMHED.	LOGS OF FUEL TANK PRE THE DOGS LANDA PORCED A	SAURE, CAUDE WAS CASHOT THE CAH, 1	MMAN ERGG. VALYE W ERE GNUMED.	
CORECTIVE ACTION-CUR PREUMATIC-A/B TANK PRESS	CORRECTIVE ACTION-CURRENT PRODUCTION MISSILES ARE USING A NEW VALVE NOT SUSCEPTABLE TO MANA ERROR. EUMATIC-A/B 98-08-08: FAM PRESSURE 7-08217-3 362900 NO	FAR F-08E17-3	136 ETR 962900	YES HADLEY INC.	***
FAILURE MODE-ERRATIC ONELIES VALVE TO CYCLE OCORECTIVE ACTION-NO F	FAILURE MODE-ERRATIC OPERATION-MESULATOR FAILED TO MESULATE THIS PRESSURE WITHIN SPECIFIED LIMITS, AND ALLONGO THE SELIEF VALVE TO CYCLE CONTINUOUSLY. CORRECTIVE ACTION-NO FAILURE-MITHIN LIMITS-GD/C DIRECTED PERSONEL TO PROVIDE MOME ACCURATE INSTRUMENTATION AND TO	ITE TALS PRESSURE WITH PERSONNEL TO PROVIDE	IN APECIFIED AIN WALE ACCURATE IN	TA. AND ALLONED THE STRUMENTATION AND TO	
PMEUMATIC-A/B Taim, PMESS		786	100 11/5TR ROIEIE PLUS S	22	•
FAILURE MODE-OUT OF TOLERANCE. LOG TAN 116411ON REVEALED NO FAULTY CONFORENTS.	FAILUNE MODE-OUT OF TOLERANCE. LOR TANK PRESSURE DECATED FINCH ES.5 PSIG AT IGNITION TO 18.4 PRIG AT SMUTDOMM. INVES 1847ION REVEALED NO FAULTY CONFONENTS.	PHON 26.5 PBIG AT 160	11104 TO 18.4 PE	6 AT SHUTDOMS. INYES	
BISTEN EFFECT-OPERATION TOD LONG. WENTELE EFFECT-NOME.	. 18 . 18 . 18 . 18 . 18 . 18 . 18 . 18				
CCHARCTIVE ACTION-LAW	INTERATION. NO COMPONENTS NERE REPLACED FOR PLIGHT.	ICED FOR PLIENT.			
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GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PHEUMAILE STRIEM-AIRBORNE

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L	87.57EH 84.87.87EH	TEST/MEPORT MUNGER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE OF	817E 110E 01F	O TR	SITE PRI VENDOR NAME TIME DIP OTH VENDOR PART NO	
1 * -	PREMATICALS	95-08-061 REGULATOR-FUEL TANK PRESSURE	FAR 7-08217-8	138		2 0	VES B.M.HADLEV NO	
	FAILURE MODE-OUT OF B	FAILUNE MODE-OUS OF SPECIFICATION, REGULATOR DID MOT MAINTAIN TANK PRESSURE WITHIN SPECIFIED LIMITS AND ALLONED REL IEF YALVE TO CYCLE CONTIMUOUSLY, DI' SSEMBLY DID NOT REVEAL A DEFINITE CAUSE.	KTAIN TANK PRESSURE ! II, A DEFINITE CAUSE.	MTHIN SPEC	17160 178	4 8T 1	ND ALLONED REL	
	CORRECTIVE ACTION-NOT	CORRECTIVE ACTION-NOT CONFIRMED. MORE ACCURATE AND IMPROVED TEST PROCEDURES MERE PROVIDED AT THE SITES.	ED TEST PROCEDURES	ERE MOVID	10 AT THE	DI 16	į	
	PREUMATIC-A/B FANE PRESS	FTA 4410/P4-201-00-12 REGULATOR-645) E	120	14./ETR -23	1 2		9
	FAILURE MODE-FAIL DUR	FAILURE MODE-FAIL DURING OPERATION. THE LOR TANK PHEUMATIC REGULATOR FAILED TO LOCK UP.	IC RESULATOR FAILED	TO LOCK MP.				
	BYSTEN EFFECT-OPERATI	HON TOO LOM. THE BOOSTER TANKS HELIUM BOTTLE PRESSURE DROPPED ABRUPTLY TO 2,300 PSI.	H BOTTLE PRESSURE DA	OPPED ABRUP	TLY TO E.	808	.16.	
	VEHICLE EFFECT-COUNTOONN ABOUTED AND 10 HIMUTES PRIOR TO TEST TERHINATION.	VENICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED. CUTGFF CALLED BY PRESSURIZATION AT MINUS 16 SECONDS AND MOLD FOR D HIMNES PRIOR TO TEST TERMINATION.	CALLED BY PRESSURIZ	ATION AT MI	NUS 16 SC	900	AND HOLD FOR	
	CORRECTIVE ACTION-REG	EGALATOR WAS REPLACED AND BYSTEN RECHECKED SATISFACTORILY.	TCKED SATISFACTORILY	•				
<u>ــــــــــــــــــــــــــــــــــــ</u>	PAEUNATIC-A/B TANK PRESS	ZC-7-E08/P4-E01-00-C6 LOK TAM PRESSUR REGULATOR	P.1647	960914	× 8	£ 6		200
	FAILURE MODE-ERRATIC THIBUTED TO EAROMEOUS ATURE PROBLEM CAUSED B	FAILURE MODE-ERRATIC OPERATION. SURCE IN LOW TANK PRESSURE USG.A PEIG AT 210 BECONDS TO 20.7 POIG AT 225 BECONDS) A Thibuted to earcheolg opening wide of the low Tank Phessure Regulator for a 5-becond Period. May mane been a tenfen Ature problem caused by the mich tenfenature bustainer melium.	RE 126.A PSIG AT 218 URE REGULATOR POR A LIUM.	8.00038 TQ	25.7 P61	A AT	EES BECONDA) A C BEEM A TEMPER	
	SYSTEM EFFECT-ERRATIC M SUPPLY.	IC COCCAATION. EFFECT OF RESULATOR OPENING WIDE WAS SEEN AS A RAPID DECAY OF BUSTAINER YAM MELIU	NING WIDE UND SEEN A	5 A RAF10 0	ECAY OF 1	M87A	INCR TANK MELIU	
	WHICH EFFECT-NOW.							
	COLLECTIVE ACTION-UM	CONTESTIVE ACTION-INGINOMY, MISSILE NO LONGER USES BUSTAINER MELIUM SUPPLY FOR TAKE PRESSURIZATION.	NER HELIUM BUPPLY FO	R TANK PRES	11 12 1 INC	į		
<u></u>	PIEUMATIC-A/B TAIR PRESS	FTA4230/P4-EG2-00-0	COMMIDDAM	6.6 6.60*11	200	ភូទ		***
	FAILURE MODE-FAIL DUR	MING OPERATION. RELIEF VALVE WAS RELIEVING PRESSURE TO THE HELIUM BOTTLES.	ICVING PRESOURS TO T	M MELIUM B	OTTLES.			
	BYSTZH EFFECT-OPERATION TOO LOM.	ION TOO LOM.						
1	WENTELE EFFECT-COUNTS	WENTELE EFFECT-COUNTDOWN DELAYED. 39 MINUTE MOLD.						
	CORRECTIVE ACTION-ABJ	DIUSTED VALVE.						1
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DIFFICULTIES REVIEW-PREMATIC SYSTEM-AIRSORME

3737EH 3UB-3737EH	TESTARPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE PRI DATE DIF TIME DIF OTH	817E	PRE VENDOR MANE OTH VENDOR PART NO	 -
PHEUMATIC-A.9 TAME PRESS	2C-7-204/P1-203-00-03 REGULATOR	FL1641	98 98	130	753	•
FAILURE MODE-FAIL TO OFF AT ABOUT 130 SECON LOK TAME CONTINUED AFT	FAILURE MODE-FAIL TO CEASE OPERATION AT PRESCRIBED TIME. HELIUM PRESSURIZATION TO THE LOK TANK SMOULD HAVE BEEN CUT OFF AT ABOUT 130 SECONDS MAIN LOK TANK PRESSURE EXCEEDED RO PAIA. FURTHER MALFUNCTION INDICATED MAIN MELIUM FLOW TO LOK TANK CONTINNED AFTER SECO AT SAME RATE AS SUSTAINER PHABE.	ELIUM PRESSURIZATION PSIA, PUNTMER MALFU BE.	10 THE LO	K TANK BY	SWOULD HAVE BEEN CUT WHEN HELIUM PLOM TO	
STSTEM EFFECT-DEPLETI WHEN ONLY S.S. FOUNDS N EXPECTED 66 FOUNDS F	SYSTEM EFFECT-DEPLETION OF GAS SUPPLY. 6.7 POUNDS OF HELIUM WERE UBED FROM SUSTAINER LOX TANK PRESSURIZATION SUPPLY WHEN ONLY S.G POUNDS NERE SPECIFIED. IT SHOULD BE NOTED THE BOOGSTER MELIUM TANK SUPPLY USAGE WAS 75 POUNDS WERED BE POUNDS FOR BODGSTER PHASE TANK PRESSURIZATION.	H NERE USED FROM SUS E BOOSTER MELIUM TAN	TATHER LOX	TANK PRE	SSURTENTION SUPPLY 75 POUNDS VERBOS A	
VEHICLE EFFECT-NOIE.						
CORRECTIVE ACTION-UNKNOWN	NOW					
PAEUNATIC-A/B TAIN: PRESS	AZ-7-079/32-218-C4-01 HELIUM CHANGE ONER VALYE, HOTOR	CAPTIVE	16 540622	98 9.53	ž. Š	993144
FAILURE MODE-FAIL TO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME, THE PMEUMATIC CHANGE-OVER VALVE FAILED TO OPERATE, POST TEST IMPPL CTION REVEALED A BROKEN RELAY LINE IN THE CHANGE-OVER VALVE CIRCUIT WHICH INDICATED OVERLOADING OF THE MOTOR.	ATIC CHANGE-OWER VAL	R FAILED	TO OPERAT	E. POST TEST INSPE THE HOTOR.	
SYSTEM EFFECT-DEMENT	LETION OF GAS SUFPLY. TANK PRESSURES DECAYED RAPIDLY FOLLOWING ENGINE STANT.	TED RAPIDLY FOLLOWIN	ENGINE 8	raat.		
VEHICLE EFFECT-PREMAT	CHATURE PROPULSION CUTOFF. OBSERVER CUTOFF WEN LOK TANK PRESSURE DROPPED TO 20.5 PSIG.	F WHEN LOK TANK PRES	SURE DROPPI	5 5 5 5 5	. mic.	
CORRECTIVE ACTION-UNKNOWN.	NOIM.					····
PHEUMATIC-A/B TONK PRESS	ZI-T-079/32-215-C4-01 HILIUM CHANGE OVER VALVE, NOTOR	CAPTIVE	16 5e0e11	3.63	76 80	***************************************
FAILURE MODE-FAIL TO	FAILURE MODE-FAIL TO OPERATE AT PRESCRIBED TIME. THE PREUMATIC CHANGE OWER VALVE FAILED TO OPERATE, POST TEST INSPECTION REVEALED THAT THE WORKE FAILED TO OPERATE.	ATIC CHANGE ONER VAL	K FAILED	10 OPERAT	E. PO61 TEST INAPE	
SYSTEM EFFECT-DEPLETS	SYSTEM EFFECT-DEPLETION OF GAS SUPPLY. TANK PRESSURES DECAYED RAPIDLY POLLONING EMBINE START.	ICO RAPIDLY POLLONIN	CHOINE A	PART.		
VEHICLE EFFECT-PREMAT	WEHICLE EFFECT-PREMATURE PROPULATION CUTOFF, CABLENER CUTOFF WHEN LOX TANK PRESSURE DROPPED TO 13 PAIS.	WHEN LOX TANK PRES	URE DROPP	50 TO 13	P. E.	
CORRECTIVE ACTION-UNK	- LINET NOTAL					
PMCUMATIC-A/B TAME PRESS	2C-7-200/P3-204-00-4 LOX TANE PRESSURF, REGULATOR	FLIGHT	46 90008	= 0	75	

PA66 0172

PAILUME MODE-OUT OF EXPECTED IEST VALUE. DUBING SCOSTER AND SUSTAINER PHASE PROFELLANT TANK PRESSURIZATION MELLUM MAS USED AT A HATE HIGHER THAN EXPECTED AND AT 155 SECONDS THE LON TANK PRESSURE INCREASED ABOVE UPPER LIMIT, POSSIBL T DUE TO A LON TANK PRESSURE REGULATOR MALPUNCTION.

GENERAL D. MICE CONVAIR DIVISION

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	100 MOT 11	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-ALABORNE	MATIC BYBTEN-AIRBORP	v				
	9781EM 910-878EM	TEST/MEPONT HUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE SITE PRI DATE DIF TIME DIF OTH	81 TE 31F	L	VENDOR NAME VENDOR PART NO	
	SYSTEM EFFECT-DEPLETION OF 643 SUPPLY- E THAN ERPECTED. DURING SUSTAINER PHASE SAGE INCREASED ABRUFILY AT 155 SECONDS.	STATEM EFFECT-DEPLETION OF 645 SUPPLY-TOTAL WEIGHT OF MELIUM USED DUMING BOOSTER PHASE WAS 75.5 LBS., 14.2 LBS. C THAM EXPECTED. DUMING SUSTAINER PHASE 13 LBS. OF MELIUM MERE UBED AS COMPARED TO 4 LBS. ANTICIPATED. THE RATE ASSET INCREASED ABRUPTLY AT 135 SECONDS.	H USED DURING BOOSTE	A PHASE US TO 4 163.	8 75.5 L ANTICIPA	29	14.E LEB. HOR THE RATE OF U	
	VENICLE EFFECT-NOIG- NO DI	ME- NO DETRINENTAL EFFECTS MENE COSERMED ON YEMICLE PERFORMANCE.	N VEHICLE PERFORMANC	ij				
	PAECHATIC-1 8	ZC-7-200/P1-208-003 TAMK PRESSURE RELIEF VALVE	7:181	36 360719 0	= 0	25		•
	FAILURE MODE-EXTERNAL L A TANK RELIEF VALVE OR	FAILURE MODE-EXTERNAL LEZK. BOOBTER PHASE HELIUM COMBURPTION WAS HIGHER THAN NORMAL FOBSIBLY BUE TO LEAKASE THROUGH A TANK RELIEF VALVE OR A BUICK DISCONCECT.	N WAS HIGHER THAN HE	APAL POSS	PL	5	AKABE THROUGH	
	STSTEM EFFECT-DEPLETION OF FLIGHT MAD NOT PREMATURELY 7 MAINTAINED UNTIL LOSS OF	SYSTEM EFFECT-DEPLETION OF 6AS SUPPLY-THE LEAK COULD MANE RESULTED IN DEPLETION OF THE BOOSTER MELIUM SUPPLY IF THE FAIGHT MAD NOT PREDATURELY TERMINATED AT 41 SECONDS. IT SMOULD BE MOTED THAT PROPELLANT TANK PRESSURES MEME PROPERLY MAINTAINED UNTIL LOSS OF THE VEHICLE.	EAULTED IN DEPLETION ALD BE MOTED THAT PI	OF THE BO	OSTER HE	L J UF	BUPPLY IF THE	
	VEHICLE EFFECT-NONE.							
	CORRECTIVE ACTION-UNKNOWN	i						
	PHEUMATIC-A/D TANK PRESS	2C-7-200/P1-200-003 D13C00ECT-R13E-0FF	P.164T	38 11 \$60719 0		និត្		***
	FAILURE MODE-EXTERNAL LEAR. BOOSTER PHADE H H A GUICK DISCOMECI OR A TANK RELIEF VALVE.	FAILURE MODE-EXTERNAL LEAR. BOOGTER PHASE HELIUM COMBUNFTION WAS HIGHER THAN NORMAL, POSSIBLY DUE TO LEARAGE THROUG LA GUICK DISCOMMECT OR A TANK RELIEF VALVE.	N WAS HIGHER THAN HE	RHAL. POBS	1817 DUE	وَ	EAKAGE THROUG	
	STATEM EFFECT-DEPLETION OF PLISHT MAD NOT PREMATURELY TO MAINTAINED UNTIL LOSS OF	GAB BUPPLY-THE TERNINATED AT 4 HE WENTCLE.	LEAK COULD MANT. REBULTED IN DEPLETION OF THE BOOBTER HELIUM BUPPLY IF THE 11 BECOMES. IT BROULD SE NOTED THAT PROPELLANT TAIR PRESAURCS MERE PROPERL	OF THE BO OPELLANT T	OSTER HES	17.16 18.00 19.00 10.00	MENE PROPERLY	
	WENTELE EFFECT-NOIC.							
	CORRECTIVE ACTION-LINKINGIAN	i						
3	PACUNATIC-A/B TAME PREBS	FTA102/P1-207-00-8 PANEL LIGHT	COUNTDO-IN	38 11 660716		20		
	FAILUNE MODE-FAILED TO ONE ONE ON.	ID TO OPERATE AT PRESCRIBED TIME, THE BOOS'	THE BOOSTER TANK INTERNAL PRESSURIZATION PANEL LIGHT FAILED	E08UR12A11	ON PANEL	3	T FAILED TO C	
1	STRICK EFFECT OPERATION	IATION BOCE NOT START. INDICATIONS NEAR THAT THE BOOSTER TANK PRESSURIZATION STATEN DID NOT TRANSF	AT THE BOOKTER TANK	PRE D DURIZA	11 OF 18	7 <u>7</u>	ID NOT TRANSF	
1	WAITLE EFFECT-COUNTDON	WHICLE EFFECT-COUNTDOWN DELATED. 34 MINUTES MOLD AND 65 MINUTE RECYCLE AFTER CUTOFF INITIATED.	MUTE RECYCLE APTER C	VTOTE 1817	14766.			

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		DIFFICULTIES REVIEW-PREUMATIC BYBIEM-AIRBORNE	MATIC SYSTEM-AIRBOR	¥		1		
	8781EN 836-878TEN	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	11 TE DIF	2 2 2 2 2 2	PRI VENDOR MANE OTH VENDOR PART NO	
Ľ	CORRECTIVE ACTION-UNKNOWN.							1034.00
1 2 3	PACURATIC-A/B TANK PACSS	FTA410E/F1-E07-00-3 SOLEWOID OPERATED CHECK VALVE	COUNTDOAM	36 860718	11	3 0		•••
	FAILURE MODE-FAIL DURING 8 TO BEAT.	FAILURE MODE-FAIL DURING OPERATION. POLENDID OPERATED CHECK VALVE IK THE BUSTAINER TANKS MELIUM BOTTLE SYSTEM FAILE TO SEAT.	VALVE IK THE BUBTA	NEMER TANKI	HELICH	PO17 L	S BYBTEM FAILE	
	BYBTEN EFFECT-OPERATION D	BIBIEM EFFECT-OPERATION DOES NOT BTART, AIMBOINE HELIUM BOTTLE COULD NOT BE PRESSURIZED BECAUSE SOLENOID OPERATED MEES VALVE FAILED TO BEAT.	TLE COULD NOT BE PA	ESSURIZED	BECAUBE	S C C	DID OPERATED C	
	WHICLE EFFECT-COUNTDOMN DELAY.	I BELAY.						
	CORRECTIVE ACTION-CYCLED	DAMP VALVES TO BREAK VALVE LOOSE. HOLD TO COMPLETE BOTTLE PRESSURIZATION.	HOLD TO COMPLETE BO	OTTLE PRESI	URIZATIO	ż		
1 2 3	PIEUMATIC-A/B TANK PRESS	FTA4D88/P1-E04-D0-3 SOLENDID OPERATED CHECK VALVE	COUNTDOM	38 5 6 0715	11-3600	5 Q		
	FAILURE MODE-FAIL DURING	FAILURE KODE-FAIL DURING OPERATION. CHECK VALVE BTUCK IN PARTIALLY OPEN POSITION. (FAILED TO BEAT).	ATIALLY OPEN POSIT	ION. (FAIL	5 86.	Ē		
	BYSTEN EFFECT-DEPLETION OF GAS	BYSTEN CTECT-DEPLETION OF GAS SUPPLY-PRESSURE COULD NOT BE MAINTAINED IN THE BUSTAINER TANKS HELIUM BOTTLE FOLLOMI E RENOVAL OF EXTERNAL PRESSURE SOURCE, IN AUDITION, FAILED VALVE RESTRICTED MELIUM FLOM DURING PRESSURIZATION CYCLE	MAINTAINED IN THE VALVE RESTRICTED H	BUSTAINER ELIUN PLON	TANKS ME DURING P	1.1CH	BOTTLE FOLLOW!	
· 	VEHICLE EFFECT-COUNTDOM	WEHICLE EFFECT-COUNTDOING ABORTED AND RESCAEDULED. 30 MINUTE HOLD FOLLOWED BY TEST ABORT.	HOLD FOLLOWED BY	TEST ABORT				
	CORRECTIVE ACTION-VALVE	REMACED.						
1 2 3	PHEUMATIC-17B TAHK PRESS	2C-7-097/PE-104-00-16 LOK TANK PRESSURE REGULATOR	P.197	164 860603	# ?	F 8	YES MAITARED	4
	FAILINE MOTE-FAIL DURING NANDITION TO AIRBORNE AN	pailine mode-fail during operation. Believed that the lon tank pressure regulator bluck part hat open at or before Transition to airborne and remained open therefrer.	ANK PRESSURE REGUL	ATOR BTUCK	PART MA	8	I AT OR BEFORE	
<u>-</u>	BYBIEM EPIECT-DEPLETION OF BAB BUPPLY UM BUPPLY, BOTTLE PRESBURE AT ENGINE B F MELLUM WAS DISCHARGED TO ATMOSPHERE.	SYSTEM EPFECT-DEPLETION OF SAS SUPPLY. THE LOW TANK PRESSURE RELIEF VALVE OPENED TO ATMOSPMERE AND DRAINED THE MESULE PRESSURE AT ENGINE BHUTDOM NAS 100 PSI INSTEAD OF THE EMPECTED SOO PSI: APPROXIMATELY 35 POUNDS OF MELLUM WAS DISCHARGED TO ATMOSPMERE.	IE AKLIEP VALVE OPE BIEAD OF INE EXPEC	MED TO ATM	DAPHERE A	9 2 2	LAINED THE HELI ILY 35 POUNDS O	
	VEHICLE EFFECT-NOME.							
	CORRECTIVE ACTION-WHITAK	ITAKKA REGULITORG MERE REPLACED BY HADLEY REGULATORS AT THE START OF BEAIES & TESTIMS	CY REGULATORS AT TI	HE STAR! O		2	17806.	
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3731CH 346 - 3731CH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNGER	VEHICLE BITE PRI	617E 710E 019		VENDOR NAME VENDOR PART NO	<u></u>
PHEUMATIC-A/B TANK PRESS	F1A2848/PE-10E-00-16 REGULATOR	FRF	1 6 A 5 6 0 5 E E	1E/ETR	1 2		•
FAILURE MODE-FAIL DURING AND TANK PRESSURE STARTED OUT.	DURING OPERATION. AFTER CHANGEOVER TO INTERNAL PNEUMATICS, HELIUM FLOW INTO THE FUEL TANK CEABED STARTED TO DECAY. ALSO LOR TANK PRESSURE DECAYED TO BELOW REDLINE VALUE RESULTING IN A CUTOFF CALL	ERNAL PHEUMATICS, H ECATÉD TO BELOW RED	ינות מדת ברנתה ברסה	FERMET	# 7 K	. TANK CEABED A CUTOFF CALL	
STATEM EFFECT-OPERATION	ATION TOD LOW. TANK PRESSURES DECAYED WITH LOR BOING BELOW REDLINE.	H LOP BOING BELOW R	DLIM.				
WHICLE EFFECT-PREMATURE AMPED.	YENICLE EFFECT-PRENATURE PROPULSION CUTOFF. DURATION OF STATIC PIRING WAS 20.01 SECONDS WIEN 36 SECONDS MAD BEEN PL MED.	TIC PIRING MAS 28-0	SECONDS	1 1 2 3 3 3	36 CO 3	IS MAD BEEM PL	
CORRECTIVE ACTION-REPLACED AIRBORNE REGULATORS.	ED AIRBORNE REGULATORS.						··-
PMEUMATIC-A/8 TANK PRESS	FTA2379/P2-101-00-12 LOE PRESSURE DUCT	FRF	11A 500210	-5100	75 60/C	D/C	11000
FALLINE HODE-STRUCTURAL.	FAILURE HODE-STRUCTURAL. DIEP ABRASIONS WERE FOUND IN THE LOP TANK PRESSURIZATION LINE.	CE TANK PRESSURITATI	ON LINE.				
SYSTEM EFFECT-NONE.							
VEHICLE EFFECT-COUNTDOM	VEHICLE EFFECT-COUNTDOM DELAYED. 35 MINUTE MOLD.						
CORECTIVE ACTION-AFTER INDEE 2 TANK PRESSURIZATION LINE AND THEN REPLACED PRIOR TO LAUNCH.	CORFECTIVE ACTION-AFTER INSPECTION OF THE LINE IT WAS DECIDED TO INSTALL A STEEL AND ASSESTOS FILLER BETHEEN THE LO E TANK PRESSURIZATION LINE AND AN ADJACENT FUEL LINE TO HOLD VIBRATION TO A MINIMAN ON THIS OPERATION. THE LINE WAS THEN REPLACED PRIOR TO LAUNCH.	ED TO INSTALL A STEI VIBRATION TO A MINI	EL AND ABB	ESTOS F1 18 OPERA	119.	ETICEN THE LO THE LINE WAS	
PIEUNATIC-A/B	ZC-7-095/P4-102-00-13	A ISAT	l	=	2		995300
TANK TRESS			\$ 9 020	117.4	2		
TAILUIE MODE-STRUCTURAL. IC MANIFOLD WAS SEVENED S E DE GEAR DUX ON THE TURB	FAILUTE MOSE-STRUCTURAL. A MELIUM PRESSURIZATION LINE AND/ON AN INSTRUMENTATION LINE IN THE VICINITY OF THE PHEUMAT IC MANIFOLD WAS SEVENED SONEWHERE COMBIREAN OF THE CONTROL MELIUM SUPPLY BOTILES, THE POSSIBLE DIBINIEGNATION OF TH E DE GEAR DUX ON THE TURBOPURP COULD MAYE CAUSED THE RUPTURE IN THE PREUMATIC CONTROL STATEN.	N AN INSTAUNCHTATION MELLUN BUPPLY BOTTLE IN THE PREUMATIC CO	1.1ME 1N 13. THE PO MTROL 878	THE VICE BSIBLE D TEN.	10 IN 17 O	F THE PHEUMAT GRATICH OF TH	
BYSTTH EFFECT-DEPLETTON IN REFERENCE, SHOWE LOADER	BISTTH EFFECT-DEPLETION OF GAS BUPPLY, THE PHEUMATIC BIBTEN MAS UMABLE TO MAINTAIN PHEBBURE TO THE BOOSTEA REGULATO Reference, showe loader, which controls the output of the BGG lox resulator.	NAS UNABLE TO MAIN! DGG LOX REGULATOR.	AIR PRESS	URE TO 1	¥	STEA REGULATO	
WHICLE EFFECT-PREDATURE OUT OF THE BGG AND BURBER	WENTCLE EFFECT-PREMATURE BOORTER ENGINE BNUTDOMN. LOSS OF PREMATIC PRESSURE TO THE 845 LOK REGULATOR CAUSED PLANE- UT OF THE 864 AND BURBACHURT CERRATION OF GOORTER OPPRATION.	EUMATIC PRESSURE RE	# # F	TOK MEET	2141	CAUSED PLANE-	

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CORRECTIVE ACTION-HOME.

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GENERAL DYNAMICS CONVAIR DIVISION

	SYSTEM SUG-SYSTEM	TEST/REPORT NUMBER FAILES COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLT BITE DATE DATE DATE DATE DATE DATE DATE DA		PRI VENDOR NAME OTH VENDOR PART NO	PART NO	
	PHEUMATIC-A/B TANK PRESS	EC-7-081-10A/PE-107-00-10	PLIMI	10A 900110	# T	VES VES		
	FAILURE MODE-OUT OF TOLI TANK BY 3.5 LBS. (28.5 P)	FAILURE MODE-OUT OF TOLERANCE. PRIOR TO LIFTOPP THE GROUND PHEUMATIC PRESSURIZATION SUPPLY OVERPRESSURIZED THE LOW Tank by 3.5 lbs. (28.5 Psis). ON TRANSITION TO AIRBORN PREUMATICS THE PRESSURE RETURNED TO NORMAL.	PHEUMATIC PRESSURIZA MITICS THE PRESSURE	TICH BUPP	LY OVERPRE D NORMAL.	LEUKIZED TH	80 7 2	
	STREEM EFFECT-OFERATION TOO HIGH.	1 700 H15H.						
	VEHICLE EFFECT-NOME.							
	CORRECTIVE ACTION-NOME.				•			
	PREUMATIC-A/B TAME PRESS	FTAE344/P4-101-00-1E REGULATOR GAS	Ē	12A 971211	***	7£8 60		108861
	FAILURE MODE-FAIL DURING OPERATION, FROM NR. PRESSURE REGULATOR FAILED DURING THIS 44 PSIS AT 35 SECONDS (ENGINE BRUTDOMS).	FAILURE MODE-FAIL DURING OPERATION, FROM FUEL TANK ULLAGE PRESSURE DATA IT MAS DETERNINED THAT THE AIRSCRNE FUEL He pressure reculator Failed During This Operation. The Fuel Tank Pressure had decayed be psig at 10 sec. And has 44 psig at 35 seconds (During Smutdom).	REBSURE DATA 17 146. . TANK PRESSURE MAD (DETERNIME MECATES SO	PSIG AT S	AIRBORNE F O BEC. AND	VEL 7A	
	STATEN EFFECT-OPERATION N.	SYSTEM EFFECT-OPERATION DOES NOT START. FUEL TANK PRESSURSZATION REGULATOR OPERATION BID NOT START DURING EMBING RU I.	LATION REGULATOR OPE	1410m DID	HOT START	DURING DA	3	
	VEHICLE EFFECT-NOIE.							
	CORRECTIVE ACTION-REPLACED REGULATOR.	ICED REGULATOR.						
	PACULATIC-A/B TAIM PRESS	FTAE200/PE-1984-01-10	COMPOSITE-PRE/DPL	10A 871118	12/E18 Y	ž č		692576
	ביורושב אספ-סחו פב נפח	F TOLEAANCE. PRESSURIZATION SYSTEN COULD NOT ACHIEVE MONE THAN 50 PSIS IN THE PUEL TANK.	HOT ACHIEVE HORE TH	N 50 P816	N N N	CL TAM.		
	BIBTEN EFFECT-OFERATION	BISTEM EFFECT-OFERATION TOO LOW. FUEL TANK PRESSURE WAS LOWER THAN DESIRED.	ER THAN DEBIRED.					
	WHICLE EFFECT-COMPOSITI	MENICLE EFFECT-COMPOSITE DELAYED. DURATION OF HOLD TINE INDETERNINATE.	ETERNINATE.					
!	CORRECTIVE ACTION-HOLD	TO PRESSURIZE TANK TO PRESCRIBED VALUE.	.K.					_
	PRECISATIONAL	EH-348/1A-104-03-02A LOK TANK PRESSURE RESULATOR	CAPTIVE	2A 570703	1A 7 -2.8 N	7E8 100		
	FAILURE MODE-OUT OF TOLE -s PRIG UPPER LIMIT FROM P TEST.	F FOLERANCE. LOX TAME HELIUM PRESSURE WAS SLIGHTLY ABOVE (A MAXIMUM OF 1.8 PRI) THE PRESCRIBED RY From Start until 8.8 Becomds, them hemained within the desired hambe of 20 to 27.8 for salance o	BLIGHTLY ABOVE (A P	NXINUN OF HED RAMEE O	1.8 Pall	THE PRESCRI	ANCE O	

PASE 0176

Braten erfect-none.

GENERAL DYNAMICS CONVAIR DIVIBION

29 JUN 1968	•••	DIFFICUATIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	EUMATIC SYSTEM-AIRBO	I NE				_
8787EM 8UB-8757EM	EN STEN	TEST/REPORT HUNDER PAILED COMPONENT NAME	DIF DATA SOUNCE PART NUMBER	VEHICLE DATE DIF	817E 11 € 01F		PRI VENDOR NAME OTH VENDOR PART NO	
VEHICLE EFFECT-NOME	CT-NONE.			 				
CORECTIVE ACTION-UNKNOWN.	NOW THE NOTE OF	M. EC-7-084-4A/P4-102-00-04 HELIUM CHANGCOVER VALVE	FLIGHT 7-08234-101	4A 570411	3.0	2 8		***
FAILURE MODE-FAIL INTERNAL PRESSURE.	FAIL TO OPERATE SURE.	RATE AT PRESCRIBED TIME. MOTOR OPERATED CHANGE-OWER VALVE FAILED TO TRANSFER PHEUMATICS CH	PERATED CHANGE-ONER V	ALVE FAILD	D TO TRAI	DFER.	PIEUMATICS CH	
SYSTEM EFFEC	T-OPERATION	STATEM CFFECT-OPERATION DOES NOT BTART. NO PRESSURIZATION TO NAIN NIBBILE TANKS.	N TO MAIN MISSILE TAN					
VEHICLE EFFECT-NEX	CT-NOE.							
CORRECTIVE ACTION-THE TWO HOTOR VE A COMPLETE SIGNAL UNLESS BOTH		E TWO HOTOR OPERATED VALVES (TAMES AND CONTROLS) WERE REWINED SO LAURCH CONTROL WOULD HOT RECET UMLESS BOTH VALVES ARE FULL OPEN.	NO CONTROLA) WEAR REN	3 8 5	икн сок	TROL V	OULD NOT RECE!	
PHEUMATIC-A/B		EN-4063-1-107-3-70-5 LOX AND FUEL TANK PRESSURE REGULAT OR	CAPTIVE	3.4 5703£\$:	ž 6		*
FAILURE MODE-ERRATI		IC CHERATICM. BOTH PROPELLANT TANK PRESSURE REGULATORS EINIBITED UNDESIRABLE CHARKCTERISTICS EVEN NES WERE HAINTAINED WITHIN THE DESIRED LIMITS.	SSURE RECULATORS ENVI	BITED UNDE	SINABLE	CHARK	TERISTICS EVEN	
STATEM EFFECT-NOME.	T-XOE.							_
VEHICLE EFFECT-NON	CT-NONE.							
CORRECTIVE ACTION-	Ã	RESULATORS WILL BE REMOVED FROM THE MIBBILE, INSPECTED OF THE MANNEACTURER AND RE REPLACED	E MIBBILE, INSPECTED	CV THE HALL	AUFACTURE	Q V	NE REPLACED ON	
PHEUMATIC-A/B TANK PHESS		28-7-027 SUBMARY PART E 1631 11 TANK-HEAT FICHANGER HALET TUBE	1687 115-1 CAPTIVE	\$70£0£	- : :	17. 0		.206
FAILURE MODE	STRUCTURAL	FAILURE MODE-BIRUCTURAL-THE AIRBORNE PHEUMATIC BYBTEN TANK MEAT EXCHANGER INLET TUBE RUPTURED DURING THE TEBT.	HE PEAT EXCHANGER IN	ET 148E RI	0 00 101	¥	TME TEST.	
BYBIEN EFFECT-NONE-THE	T-1046-THE 1	RUPTURED TANK HEAT EXCHANGER INLET TUGE CAUSED NO DIFFICUTLY.	IT TUCE CAUSED NO DIFF	HCUTLY.				_
WENTCLE EFFECT-NOME.	CT-NOIC.							
CORRECTIVE ACTION-	ACTION-UNKNOWN	i				Į		
PHEUMATIC-A/B TANK PRESS		AA-403-93-E4 FUEL TAKK PRESSURE RESULATOR	CAPT3 VE	2006 90806	9-8 100:	Ş	VEB FLUIDGENICS	
PAILURE MODE-FAIL	-FAIL DURING	FAILUME MODE-FAIL DUMING CMERATION. THE FUEL TANK REGULATOR PAILED CLOMED DURING THE BUSTAINEN PHAME. THE FUEL TANK Pressure decated from 50.8 fbib at 100.4 dec to 82 fbib at cutoff. The Failure of the Value to Omerate after 100.4	TOR PAILED CLOSED DU	11 NC 7 NC BI	JATAINEN FALVE TO	7474C	. THE PUEL TANK	
							PA66 0177	

GENERAL DÉNANICS CONVAIR DIVISION

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		DIFFICULTIES REVIEW-PACEMATIC SYSTEM-AIRBORNE	EUMATIC SYSTEM-AIRBOR	¥				
	3131EH 313-3131EH	TEBYREPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOWCE PART NUMBER	VEHICLE SITE DATE DATE DIP	SITE TIME DIF	- X	PRI VENDOR HANG OTH VENDOR PART NO	(
•		TED FROM THE USE OF ALUMINAM POPPET.						104.6
	ATBIEN ETFECT-NOME. VEHICLE EFFECT-HOME.							
	CORRECTIVE ACTION-THE AL	CORRECTIVE ACTION-THE ALUMINUM PURPET IN THE REGULATOR NES REPLACED BY A STEEL	S REPLACED BY A STEEL	A '61.				- 1
	PME UMATIC-A/B TAME PRESS	A9-08-200 Loxtamphessumenelief Valve, poppet	FAR T 27-08105-3	0	PACTORY	2 2	VES B.H.MADLEV NO	
	FAILURE MODE-CONTANTINATION PIECE OF PLASTIC MATERIAL MINANT LE VALVE OPERATED	FAILURE MODE-CONTANTMATION. UNIT REJECTED FOR EXTERNAL LEARAGE AT THE SECONDARY CONTROLLER. EXANTMATION REVEALED A PIECE OF PLASTIC MATERIAL 0.123 X 0.060 X 0.010 INCHES BETNEEN TH THE POPPET AND ITS SEAT. UPON REMOVAL OF THE CONTA MINANT TE VALVE OPERATED SATISFACTORILY. THE PLASTIC MATERIAL WAS THE SAME AS USED IN DUST CAPS.	AKAGE AT THE BECONDAR WEEN TH THE POPPET AN BIAL WAS THE BANE AS	T CONTROLL D 178 SEAT USED IN DU	ER. EKAHI I. UPON RI IST CAPS.	INA II	ON REVEALED A	
	CORRECTIVE ACTION-VEADOR	CORRECTIVE ACTION-VEADOR NOTFIED OF FAILURE AND CAUSE, INSPECTION HAS BEEN IMPROVED AND USE OF DUST CAPS PRICR TO ONTROLLER ASSEMBLY HAS BEEN ELIMINATED.	NSPECTION HAS BEEN IN	PROVED AIK	nse of a	1630	CAPS PRICE TO	
	PMEUMASIC-A/B TANK PRESS	A-90-08-3054F F.Ceulator	FAR E7-0610E-7	1200	1-1	2 2	8.H. HABLEY 10709-23	98 23 80
	FAILURE HODE-OUT OF TOLE DAMAGE HAD OCCURRED AFTE IS REVEALED ERRATIC OPENAL : FOUND ON INTERNAL COMPO	TOLERANCE. THE FUEL TAKE PRESSURE REGULATOR WAS SUBHITTED FOR AMLYSIS TO DETERNINE IF INTERNAL STACKE THE CONTROLLER DIAPHRAGON MAD BEEN SUBJECTED TO A DIFFERENTIAL CTESSURE OF 60 FSIG. AMLYS OFERATION AND LOW FLOW. THIS WAS DUE TO USE OF A MRONG SIZE ORIFICE DUING TESTING. NO DANNACE MA COMPONENTS.	MLATOR WAS SUBMITTED FOR BIFF O USE OF A MRONG SIZE	FOR ANALY FERENTIAL CRIFICE	115 TO DE! CTE354RE PU.ING TEI	1 2 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	NE IF INTERNAL O FSIG. ANALYS . NO DAMME UN	
	CORRECTIVE ACTION-NOT CO	-NOT CEFFERNED, NOTIFIED WIR THAT A DIFTERENTIAL PRESSURE OF 60 PSIG DID	ERENTIAL PRESSURE OF	40 PSIG D	10 OT DA	35 74	ICT DAMAGE DIAPHRAGM.	
	PHEUMATIC-A/B TAIM PRESS	A-BR-08-1072F HELSUN CHANGE ONER VALVE	FAR 87-06230-33	405	HIRER	153 80	TES ROBERTSHAN FUL. NO TON 1098-22001	100488
	FAILURE MODE-FAIL TO OPE OMED. CAUSE NOT KNOWN. PO	FAILURE MONC-FAIL TO OPERATE AT PRESCRIBED TIME, VALVE REMAINED OPEN WACH AM INDICATION 248 BIMEN THAT VALVE HAD CL OMED. CAUSE NOT KNOWN. POBBIBLE CAUBE COULD HAVE BETH AN KLECTRICAL WIRING ERROR.	HAINED OPEN HHEN AM I LLECTRICAL WIRING CARC	NDICATION A.	D 11 17.	ž	T VALVE MAD CO	 -
	CORRECTIVE ACTION-LARINOM	-LAKHOMA, FAILURE NOT COMPIRMED.						
							PASE 0170	

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DIFFICULTIES REVIEW-PNEUHATIC SYPTEM-AIRBORNE

	7 - S-08					,
37.57EM CUB-57.57EM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA AGURCE PART NUMBER	VEHICLE DATE DIF	817E 71ME DIF	PAT VENDOR NAME OTH VENDOR PART NO	
PMEUHATIC-A/8 TAMK PRESS	SLY-AS-08-3234F RELIEFVALYE-FUELTANKPRESSURE	FAR 27-08104-9	•1114	FACTORY	YES HABLET NO 103E6-9	6 1 1 3
FAILURE MODE-OUT OF 8.3 PS16.	TOLERANCE. RELIEF VALVE RESEATED TOO LUM-68.25. MINIMUM ALLOMABLE PER PACCEDURE 69-92073-1 18	1.CM-66.23. MINIHUM AL	LOMBLE P	ER PROCEDI	ME 09-02079-1 10 0	
CORRECTIVE ACTION-FA	AILURE NOT CONFIRMED. RAR SLY-A8-08-38ED KECOMMENDED THAT THE LOW RESEAT PROBLEM BE REVIENCED BY COP 7801 WHICH LOWERED RESEAT VALUE HAS BEEN REJECTED.	ORO KECCHHENDED THAT 1	HE LOW REA	DEAT PROBLE	EN BE REVIENED BY	
PHEUMATIC-A/B	C1-96-06-097 RESTRICTOR, O RIMG	FAR 27-00167-5	2900 660417	98	YES DEL HFG.	080453
FAILURE MODE-EXTERNAL EAR MAS DISCOMERED MAS	FAILURE MODE-EXTERNAL LEAK, UNIT FOUND TO BE LEAKING AT THE BODY JOINT OF THE EAK WAS DISCOVERED WAS 1500 POIG (MELIUM).	THE BODY JOINT OF THE	TAG PIECE	ноизтиб.	THO PIECE HOUSING. PRESSURE AT TINE L	-
CORRECTIVE ACTION-CONFIRME ATION INTO THE RESTRICTOR.	CORECTIVE ACTION-CONTINNED FAILURE, DISCREDANCY WAS CAUSED A DEFECTIVE O RING DI TION INTO THE RESTRICTOR. VENDOR TO USE GREATER CAUTION WHEN INSTALLING O RINGS.	AED A DEFECTIVE O RIM	DAMASED (PEFONE ON	O RING DAMAGED BEFORE OR DURING ITS INSTALL O RINGS.	
PNEUNATIC-A/B CONTROL PRESS	83-440-01-72 Tubing-610c19,840?	COMPOS I TE-FRD/DPL	720 640113	ABRESD-S YES	158 HO	***************************************
PREUMATIC-A/B CONTROL PRESS	27A4013 HOBEA8ST, HEATEXCHANGER	UTP-PET 27-08216-3	221150	3/ 3	YES FLEX. NETAL HO 3E HB-480-R	400
FAILURE MODE-STRUCT	TURAL-CRACKS DEVELOPED DURING VIBRATION TESTING PERHITTING PRESSURE DROP. FAILURE RESOLUTION NOT COMPLEX.D.	W TESTING PERMITTING	MESSURE O			
PIEUNATIC-A/B CONTHOL PRESS	ETA4481 MORE ASSY. MEAT EKCHAMEER	UTP-9ET 87-06E18-17	631103	3/ 9	YES FLEK METAL HOS E HB481-17U	
FAILURE MOE-OUT OF DUCT.	TOLERANCE MUNCROUS BINENSIONAL AND OTHER OUT OF TOLERANCES WERE HOTED DUNING EXAMINATION OF PRO	JHER OUT OF TOLERANCE	MERE HOT	CO DUAZA	CLAMINATION OF PRO	
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	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRSCAME	JMATIC SYSTEM-AIRSORP	•			
87.57EH 818-372TEH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DIF TIME DIF	7. D17 OTH	VENDOR HANE	 -
CORNECTIVE ACTION-REJECT THIS TEST SPECI	THIS TEST SPECIMEN TO VENDOR. VENDOR TO INSURE CORRECTLY MANUFACTURED ARTICLE. REINSPECT PACCEPTABLE UNIT.	OR TO INSURE CORRECT	LY MANUFACTURE	D ARTICE	E. REINSPECT P	• • • • • • • • • • • • • • • • • • • •
PHEUMATIC-A/B CONTROL PRESS	SLV-80-08-3838P BLEED CHECK VALVE	FAR 27-D0230-1	7110 PALCR-4 650903	# Q	69-648 CINCLE SEAL	•••
FAILURE MODE-EXTERNAL LES HUS NOT COMPLETELY SOUEEZ	FAILURE MODE-EXTERNAL LEARAGE AT THE BODY SEAL JOINT. VALVE END NOT TIGMTENED TO THE BODY WITH THE CORRECT TORRUE US NOT COMPLETELY SAUCEZING THE ALUMINUM GASKET.	E END NOT TIGHTENED 1	0 THE BOOV WIT	TH THE CC	MRECT TORBUE T	
CORRECTIVE ACTION-PER RAR SLY-90-08-3828 E ACTION TO PREVENT RECURRENCE, VALVES AT LY TORQUE PAINT.	60/A REGUESTED 60/C ARE TO BE	THAT VENDOR BE NOTIFIED OF THIS PROBLEM AND THAT VENDOR TAR CHECKED FOR PROPER TORBUE BETWEEN END AND BODY AND THEN APP	OF THIS PROBLINE BETHEEN ENE	EH AND S	HAT VENDOR TAR	
PACUMATIC-A/B CONTROL PRESS	COC/BRF63-004/LS-701-00-7109 BLEED VALVE, BCREW	P.1647	7106 2-3 650129 0	ž õ		26 84 80
FALLURE MODE-EXTERNAL-LE HTS CONSIDERED ARE -1) MAI N LOK AND FUEL 'ALVES, TH	FAILURE MODE-EXTERNAL-LEAK. LOGS OF CONTROLS SYSTEM MELIUM AS RESULT OF LEAKAGE AT UNKNOAM POINT- POSSIBLE LEAK POI HTS CONSIDERED ARE -1) MANUAL BLEED VALVE ON BOOGSTER CONTROL VALVE REGULATOR, 2) PRESSURE LINES TO THE B1 AND B2 MAI N LOK AND FUEL VALVES, THE BOOGSTER GAS GENERATOR ANDTHE BOOSTER LOK REFERENCE REGULATOR.	AS RESULT OF LEARAGE L VALVE REGULATOR, E STER LOX REFERENCE RI	AT UNKNOWN PY PRESSURE LING GULATOR.	DINT- PO	SSIBLE LEAK POI	
SYSTEM EFFECT-DEPLETION OF	OF GAS SUPPLY. EXCESSIVE DECAY RATE OF	E OF CONTROLS BOTTLE PRESSURE DURING BOOSTEN PHASE.	PRESSURE DURT	F 8008 3	EN PHASE.	
VEHICLE EFFECT-NOME. ALT	YCHICLE EFFECT-NOME. ALTMOUGH THERE WAS EXCESSIVE DECAY DUXING BOOSTER PHASE, THE CONTROLS BOTTLE PHESSURE AFTER BE CO WAS ADEQUATE TO PERFORM THE REMAINING PRESSURIZATION FUNCTIONS.	CTIONS.	INE CONTROL S BY		ESSURE AFTER BE	
CORRECTIVE ACTION-A STEP CEDURES. EXISTING PACURAT	I-A STEP TO VERIFY THAT THE 188 BLEED VALVE SET SCREW IS CLOSED HAS BEEN ADDED TO THE PRE-COUNT PRO PREUMATIC AND PROPULBION BYSTEM LEAK CHECK PROCEDURES HERE REVIEWED AND MERE CONSIDERED ADEQUATE.	E BET SCREM IS CLOSEI K PROCEDURES MERE REI) HAS BEEN ADD TENED AND WEN	M to the Course	E PRE-COUNT PRO ERED ADEQUATE.	
PHEUMATIC-A/B CONTROL PRESS	LV-90-04-3217F BLEED CHECK VALVE-HELIUM	FAR 87-08250-1	3530 2-8 641014	E-8 PALC YES CIRCLE NO PS-848	CINCLE BEAL PD-048	992140
FAILURE MODE-EXTERNAL LE 61MAL TORQUE, COLD MARDEN	FAILURE MODE-EXTERNAL LEAKASE. VALVE LEARED BED C.C AT BOOD PAIG. EXACT CLUNE NOT KNOMN. INAL TORAUE, COLD MADENING OF GABRET OR VALVE ABBENBLY TORBUE CHANGES DURING REMOVAL OF	O POIG. EXACT CAUSE I		3 F.	COAD HAVE BIEN DUE TO MAR Value.	
CORRECTIVE ACTION-PAILUR	HPAILURE CONFIRMED. MO CORRECTIVE ACTION APPLICABLE DUE TO INDEPINITE CAUSE OF LEARANE.	APPLICABLE DUE TO IN	HFINITE CAUBE	O LEAK	!	

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	DIAMINATION SELECTION SELECTION OF STREET SELECTIONS	MATIC STRICH-AIREON	¥				
375TEN 848-875TEN	TESTAEPORT NUMBER FALLED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817C 71HE 01F	0.0	BITE PRE VENDOR MANE	c
PHEUMATIC-A/B CONTROL PRESS	E7A3724 UTP-PET CONTROL BOTTLE BTASING DISCONNECT, E7-D01EE-3 SUSTAINER MALF	UTP-PET 27-00122-3	£408£1	3	₩ 2	YEB HADLEY NO 10718-9	•
FAILURE MODE-ENTERNAL LE TO SE BUIM. ALLOMBLE LE	ITERNAL LEAK. DURING OSCILLATION CYCLES FOLLOAING OMBLE LEAKAGE IS 25 SCIN. UNIT NAS OFERATING AT	OPERATING -4. DEG F	ATION EXTE	RNAL LEAN Jr. 8/4 40	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	FIGHATION EXTERNAL LEARAGE RANCED FROM ES STABILIZED. REF. 874 464-8280 T.M. MO. S.	
CORRECTIVE ACTION-NOME.	ON-NOME. PET LOT ACCEPTED. LEAKAGE RATES MERE NOT COMBIDERED MAJOR. REF. FPR MR F-5160-SMT. AND FRR	E NOT CONSIDENED MA	JOB. REF.	A SE SE	916	-SVT. AND FRR	
PNEUMATIC-A/B CONTROL PRESS	ETASSIS CONTROL BOTILE STAGING DISCONNECT: 27-06122-3 SUSTAINER HALF	UTF-PET 27-06122-3	640735	3/ 8	2 2	VES HABLEY NO 10719-8	868398
FATURE MODE-EXTERNAL LI	HERML LEAK. DURING MIGH TEMPERATURE PROOF CYCLE THE EXTERMAL LEAKAGE WAB 106 AND 58 SCIM VB ALLOMAB 7 25 Scim. Ref 9/M 404-2201 T.H. NO 1.	YCLE THE EXTERNAL L	EARAGE UNI	196 AND	.	CIN VB ALLOMB	
CORRECTIVE ACTION-TESTING S MT AND FRR NO. FR 654-E-356.	IOM-TESTING STOPPED, FAILED TEST BPECINEN REPLACED BY 8/H 404-2200, REF, 8/R 27-5726, FPR NR F-5136-6 'R 854-2-358.	LACED BY 8/H 404-EE	90. REF. 8	WR 27-572	į	PR NA F-3536-8	
PHEUMATIC-A/B CONTROL PRESS	TP-2-DI62.1 CONTROL BOTTLE STAGING DISCONDECT, 27-ONI22-3 SUSTAINER MALF	UTP-PET 27-On122-3	\$2907	5/ 63	25 8	YES HABLEY NO 10715-0	98288
FAILURE MODE-OUT OF SPEC INCH MALVES MAS 61 DCIM-1 AB 1E BCIM. REF. 8/W 309-	FAILURE MODE-OUT OF SPECIFICATION, DURING POST LIFE PROOF CYCLE LEARAGE FAST THE SLIDIMG BEAL BETWEEN THE TEST SPEC MEN MALVES MAS 81 DCIM-MAXIMUM ALLOMBLE IS ES SCIM, AFTER DISABSÉMBLY AND REASSÉMBLY PLUS LEAR CHECK THE LEARAGE W 8 18 SCIM, REF. 8/W 309-E216 T.M. MO.1.2. AND 3.	YCLE I EAKAGE FAST 1 DISASSENSET AND REA	HE SLIDIM 1895/00LY PL	- BEAL BET		THE LEARAGE W	
CORRECTIVE ACTION-DISASSEMBLY ED. REF. FPR NR F-5118-SMT. NR	ON-DISASSEMBLY HINESTIGATION CONDUCTED. AFTER REASSEMBLY THE LEAKAGE WAS REDUCED. PET LOT WAS ACCEPT F-5118-SHT, HA F-5122-SHT AND FRR NO. FY 854-2-332.	R REASSEMBLY THE LE -8-33E.	AKKEE MAS	REJUCED.	ž	LOT WAS ACCEPT	+ -,,
PIEUNATIC-A/B CONTROL PRESS	1620 CHCK VALVE 17-98-06-3203F	FAR 27-08230-1	3130	FACTORY	88	CIRCLE SEAL	91316
 FAILURE MCDE-PAIL DURING E PLCM OF 4500 BEIN MELIN	FAILURE MODE-FAIL DURING CPFRATION. REVEABE FLOM OF MELIUM AT 1800 PBI. THIB VALVE IS DESIGNED FOR A MINIMUN REVERS : Plom of 4200 acim melium at 8000 PBIA.	AT 1000 PBI. THIS Y	30 E B DE	SIGNED FO	4	KININGO NEVERS	
CORRECTIVE ACTION-UNIT DIG M PUNCTION, PER YEAR 0784-64 RE THE CLEANING OF ITER VALVES.	CORRECTIVE ACTION-UNIT DIG NOT FAIL. THE INSPECTORS RESPONSIBLE FOR THIS HISTAREN REJECTION ARE "OM AUMRE OF VALVE Function. Per year 8784-64 received on Date Gaidot. The Vendor has improved control of the Dring Process Following The cleaning of 1782 valves.	CE HAS LEPROVED CON	REH MEJECT	TON ARE	38	THE DATING PROCESS FOLLOWING	

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GENERAL DYNAMICS

DIFFICULTIES REVIEW-PREUMATIC STRIEM-AIRBORNE

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	3737EH \$U6-\$737ER	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE DIF	SITE PRI VENDOR NAME TIME DIF OTH VENDOR PART NO	
PHEUMA	PHEUMATIC-A/B CONTROL PRE35	SLY-88-08-318E F TURE ASSEMBLY COUPLING NUT	FAR 27-80025-107	7105 640603	FACTORY	768 60/C	****
FAIL REGUE	URE MODE-STRUCTURAL. IED 10 INCLUSION STRI	FAILURE MODE-BTRUCTURAL, THE AN SIB-BC COUPLING NUT WAS CRACKED LONGITUDIMALLY THE FULL LENGTH OR ONE MEX FLAT, ATT Ributed to inclusion stringers mormally inmerent in 30s Staim.Ess steel. Torgue values also comtributed to the Failu RE.	S CRACKED LONGITUDIMALLY STAIMLESS STEEL, TORGUE	THE FULL !	ENGTH OR	OME MEN FLAT, ATT IUTED TO THE FAILU	
A S E E	CORRECTIVE ACTION-ACTION ON MIL-F-5009. IN MOUSE TE 630311, AFBSD TWR BM	CORRECTIVE ACTION-ACTION WAS TAKEN PRIOR TO FAILURE DATE. 303 8.5 WAS DELETED AS AN ACCEPTABLE ALLOY FOR CONNECTORS ON MIL-F-5009. IN HOUSE STOCK OR 303 MUTS WERE TO BE USED UNTIL DEPLETION OR UNTIL NEW PROCURENEM WAS AVAILABLE. DATE 630311. AFBSD THE BYBEK 26-12-131 DISCONTINUANCE OF 303 STAINLESS STEEL WITHOUT IMPACT.	TE. 303 8.5 WAS DELETED SED UNTIL DEPLETION OR 1	AS AN ACCEI INTIL NEW PI INDUT THPAC	PTABLE ALI ROCURENEN T,	OF FOR COMMECTORS	
PAC CONTROL	PEUMATIC-A/B CONTROL PRESS	FR-69M-1966.1 CONTROL BOTTLE STASING DISCONMECT, 27-06122-1 GOOSTEN HALF	UTP-SL:	106040	OTHER	YES HADLEY NO 10715-11	60000
300	FAILURE MODE-OUT OF SPEC 300 TO \$200 SCIN NAS EXP 866 AND 302-2191 T.H. NO	F SPECIFICATION. DURING SLT MIGH TEMPERATURE VIBRATION IN 2-AXIS, EXCESSIVE LEARAGE RAMGING FROM S ERPERIENCED WITH COUPLINGS ENGAGED AND DISENGAGED. ALLOMBLE LEARAGE IS ES BCIH, REF. S/N 302-1 H. No. 2043-37.	FERATURE VIBRATION IN Z. AND DIBENGAÇED. ALLCHMI	-AXIS, EXCE BLE LEARAGE	18 25 %.	IAC REF. B/N 302-1	
ğ *	CCARECTIVE ACTION-DISCO	DISCONTINCE TESTING AND RETURN TEST BFECINEN TO TEST REQUESTOR. REF. 11FN NR F-4250-ST AND FRA NO	BFECINEN TO TEST REQUES	TOR. RCF. 3	75% MR 7-	2259-31 AND FRR NO	
746 CAU	PIEUNATIC-A/B	FR-69H-1966.1 COVINCL BOTTLE STAGING DISCON SUSTAINER MALF	UTP-SLT STAGING DISCONMECT, E7-08122-5	4 0501		VES HADLET NO 10715-9	76 000
300	FAILURE MODE-OUT OF SME 300 TO 3200 SCIM MAS EXP 888 AND SOE-2181 T.H. NO	F SPECIFICATION, DURING BLT MIGH TEMPERATURE VIBRATION IN Z-AXIS, EXCESSIVE LEARAGE RAMGING FROM S EXPERIENCED WITH COUPLINGS ENGAGED AND DIDENGAGED. ALLOHABLE LEARAGE IS ES 5:1M. REF. 5:1M 3D2-1. H. NO. 2845-37.	PERATURE VIBRATION IN E. AND DISENGACID. ALLOWN	-AXIS, EXCE DLE LEAKAGE	331VE LEA 18 ES 9::	race ranging from In. Alf. 5.'N 302-1	
	CORRECTIVE ACTION-DISCO FR-654-2-278.	DISCONTIMUE TESTING AND RETURN TEST SPECINEN TO TEST RESUESTOR. REF. RIFN NR F4258-ST AND FAR NO	SPECIMEN TO TEST RESUES	108. R.C. B	TFN NG F.	AESB-BT AND FAR HO	
COSTAC	PNEUMATIC-A/B CONTROL PRESS	60a/8afea-(10/LB-401-00-296	FLIGHT	2960 940311	PALCE-2 800.4	1 5	
	AE MODE-EXTER RE. THIB INDI	INAL-LEAK. CONTROLS BOTTLE PRESSURE BEGAN A DECK! OF 3EG PSI PER MINUTE INMEDIATELT AFTER RETAONOC CATES A LEAK. THE TIME THE LEAK STARITD CAMMOT SE DETERMINED. LOCATION OF LEAK COULD NOT SE DETER	EGAN A DECK! OF 320 PSI ITD CAMPOT BE DETERNINE	PER MINUTE D. LOCATION	INCEDIATE	GLT AFTER RETRONCE COULD NOT BE DETER	
-	STRIEM EFFECT-NOME.						

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GENERAL DYNAMICS CONVAIR DIVIBION

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	DIFFICULTIES REFIEW-FMEUMATIC STRICH-AIRBORNE	MATIC STRICH-AIRBOR	ž				
aratta aus-aratea	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER	VEHICLE DATE DIF	310 JHIL	2 to	VENDOR MANE	
VEHICLE EFFECT-NONE.							****
CORRECTIVE ACTION-NO CORRECTIVE ACTION TAKEN.	PRECTIVE ACTION TAKEN.						
PHEUMATIC-A/B CONTROL PRESS	FTAB384/PE-4CD-01-E50	COMPOSITE-8 FACT	£500 €40£10	=	₹ \$		6047903
FAILURE MODE-OUT OF TOLE EMIBITED PRESSURE SPIRES	FAILURE MOE-OUT OF TOLERANCE, DUE TO LOW MELIUM BUPPLY PRESSURE, THE BOOSTER CONTROL PREUMATIC REGULATOR PREDSURE EMIBITED PRESSURE SPIRES AT SIMILATED EMEINE START AND DECO.	SBURZ, THE BOOGTER	CONTROL PIN	EUNA TIC	REGUE	ATOR PRESSURE	
SYSTEM EFFECT-OFERATION TOO HIGH MOMENTARILY.	100 HIGH MOENTARILY.						
VEHICLE EFFECT-NOME.							
CORRECTIVE ACTION-NOME.							_
PHEUMATIC-A/B	LV-90-08-3159F TUBE ASSEMBLY-BEPARATION HELIUM BU E7-45400-E7	FAR 27-45400-27	9201 69 0066	Š	ភ្ជុំ ទី		į.
FAILURE MODE-STRUCTURAL. FLARED END FLARES MADE MAYE CRACKS, SOME AMPARE THAT WAS CUT AND FLARED AT THE SITE.	URAL. FLARED ENDS OF THO TUBES MERE CRACKED. EXACT CAUSE NOT DETERMINED, A SMALL PERCENT OF ALL CLS. SOME APPARENTLY ARE NOT DETECTED DEFORE INSTALLATION, A CHIP WAR FOLND INSIDE THE OME TUBE RED AT THE SITE.	KED. EXACT CAUSE MC FORE INSTALLATION.	N DETERMINA	ED. A ST.	MALL P	ERCENT OF ALL THE ONE TUBE	
CORRECTIVE ACTION-THE SAWVAN 11-180 OF HOW REQUIRED TIGHER INSPECTION DURING FLARING.	CORRECTIVE ACTION-THA SAMVAN 11-180 OF NOV 25, 1943 INFORMED VAFB PERSONNEL OF THIS ANALYSIS, MPS 24,19 REVISION C, REGUIRED TIGHER INSPECTION DURING FLARING.	D VAFB PEASONNEL OF	THIS AMAL	7318. HP	9 E4.	19 AEV151CH C,	
 PHEUMATIC-A/B CONTROL PRESS	LV-9D-08-5159F STAGING MELIUM BOTTLE: R-BEAL	PAR 27-065751	224D 631004	:	£ 0	TES MALTER KIDDE NO 69-1314-02	13 E1 E1
FAILURE MODE-EXTERNAL LE ITY OF LUBRICANI. CONDITI	FAILURE MODE-EXTERMAL LEAKAGE. LEAK AT LINE TO SUPPORT BOTTLE COMMECTION. CAUSE IS ATTRIBUTED TO AN EXCESSIVE QUANT ITY OF LUBRICANT. COMDITION OF MATING SURFACE UNHNOAM. SEAL WAS REPLACED.	LE COMECTION, CAUS NAS REPLACED.	E 18 ATTRI	BUTED TO	2 X	KCESSIVE GUANT	
CORRECTIVE ACTION-NOT CONFINED.	DESIGN WILL NOT REMOVE CORRECT INSTRUCTION IN	REQUIREMENT FOR K-SEAL LUBRICANT NEWD 662-7-284 C.	K-BEAL LUBRICANT MEMO 662-7-264 Lubricants. Ref. Rag LY-30-08-365	HEND BE	2-1-2 0-0	84 &.C. REVIEW 3639.	
PIEUNATIC-A/B CONTROL PRESS	GDA63-DGBALB-401-00-E1E BLEED VALVE, BCREW	7.1 4 1	\$150 \$10808	5.5	¥ 6		
PAILURC MODE-LEAK EXTERN MARGE PRESSURE, RESULTING LEAR AT VI LOK BLEED VAL	PAILUNE MODE-LEAK ENTERMAL. AT SECO PLUS S.4 SECONDS THE CONTROLS SOTTLE PRESSURE MENT SELOW THE IAS RESULATON BISC Marse pressure, resulting in a decay of embine tank pressures through the rest of vernier phase. Caused by phematic Lear at y! Lok bleed valve which hearly depleted melium supply.	NTACLS SOTTLE PRESS B THROUGH THE REST PLT.	URE MENT A	FLOW THE PRAME.	CAURE	WENT ALLOW THE IND REGULATOR DISC WERNIER PHASE. CAUSED BY PREMATIC	
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15 JUN 1966

DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE

12121EH 120-3131EH	TEST/REPORT NUMBER FALLED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE SITE	PRI VENDOR NAME OTH VENDOR PART NO	
BYSICH EFFECT-DEPLETION R DEPLETION CAUSED BY HELI THE VERHIE'S SOLO PHASE.	BYBICH EFFECT-DEPLETION OF GAS SUPPLY. LOSS OF CONTROLS PRESSURE RESULTED FROM HIGH MELIUM UDAGE AFTER STAGIMG. MEA DEPLETION CAUSED BY HELIUM LEAR AT YE LOX BLEED VALVE. HOMEVER VERNIER TAME PRESSURES MENE HIGH ENOUGH TO COMPLETE THE VERNIET SOLD PHASE.	PAESSURE RESULTED FROM MICH MELLUM UDACE MONEVER VERNIER TAMK PRESSURES MERE HIGH	ESCHES WERE HIGH	AFTER STAGING. HEA ENOUGH TO COMPLETE	0
VEHICLE EFFECT-NOME. THE SATON BY THE SECOND STAKE.	VEHICLE EFFECT-NOME. THE ATLAS PLACED THE AGENA AND PATICAD AT THE PROPER SPACE POSITION FOR CONTINUATION OF SION BY THE SECOND STAGE.	AT THE PROPER SPACE	POBITION FOR CONT	INUATION OF THE HI	
CORRECTIVE ACTION-WONE IN	-WOME IN THE PMEUMATIC SYSTEM, THE TORUGE SPECIFICATION OF THE AD-83 INCH-POUND TO 70-120 INCH POUNDS.	PECIFICATION OF THE	B NUT TO BLEED VALVE CONTROL LINE	VE CONTROL LINE W	
PHE UNATIC - A/B CONTROL PRESS	3P-A9-06-3145F TUBING FITTING	FAR E7-45400-43	ELSD FACTORY 63080E	YES NO	••773.
FAILURE MODE-STRUCTURAL CRACKED SLEEVE DUE	CRACKED SLEEVE DUE TO STRESS CORROSION.	Ė			
CORRECTIVE ACTION-CONFIRM FROM 370CR. NECESSITATING RECT SLEEVES. REF RAR 3P-1	CORRECTIVE ACTION-CONFIRMED APPROPRIATE FERSONMAL WERE INFORMED OF THIS ANALYSIS. ALL AN-610-2 SLEEVES.WERE PURSED From Sicke, Necessitating use of the MS-20619 Alternate. Ech 617378 was issued to assure ordering and installing cor Rect sleeves. Ref rar 3P-43-00-3648. Per rar-A9-00-3649 debien reguested that ime am-619 sleeve be deleted from 27-4 5400.	MED OF THIS ANALYSI BITSTE WAS 189UED " H REGUESTED THAT TO	S. ALL AM-BIN-Z BL O ASSURE ORDERING E AM-BIO BLEEVE BE	EVES.NERE PURCED IND INSTALLING COM DELETED FROM 27-4	
PAEUNATIC-A/B	ETAGINE HELIUM BOTTLE	UTP-PET &7-06373-1	650731	TES MALTER RIDOE NO 89-1314-02	n90e73
FAILURE MODE-OUT OF TOLES ME MAS 854 CUBIC INCHES.	OF TOLDIANCE. BOTTLE FAILED TO VEET MINIMUM VOLUME REQUIREMENTS OF 867 CUBIC INCHES. MEASURED VOLU NEMES.	I VOLUME PERUINEMEN	3 OF 887 CUBIC INC	KS. KASUPED YOLU	
CORRECTIVE ACTION-DESIGN	CORRECTIVE ACTION-DESIGN CONSIDERED THE 13 CUBIC INCH LOBS AS NCT SIGNIFICENT FOR THIS TEST, QUALITY CONTROL WAS NO	S NCT SIGNIFICENT	OR THIS TEST. QUAL	ITY CONTROL MAS NO	
PME UMATIC-A/B CONTROL PRESS	54-60-06-31275 FUGE ASSEMBLY -30000 PSI MELIUM, B E7-80023-119 -MUI	FAR E7-80029-119	1190 1-E/PALC 630502	7£8 HO	003237
FAILURE MODE-EXTERNAL LEAKAGE. LEAK 8.0FPED. A YAPB TMX DATED	FAILURE MODE-EXTERNAL LEARAGE. B-NUT LEARAGE DURING A LEAR CHECK. POSSIBLE STRESS RELAXATION. LEAR 8.OFPED. A YAFB THE DATED 81951E CONFIRMED THAT TUBE ASSEMBLY WOULD NOT BE FORMINGED FOR	HECK. POSSIBLE STRE BENBLY WOULD NOT BE		MUT WAS RETORAUED AND AMALYSIB.	
CORRECTIVE ACTION-60/C 11 ME PAILURE AND REQUESTED 1	CORRECTIVE ACTION-60/C IS COMDUCTING TESTS ON STRESS RELAYATION OF ME PAILURE AND RESUESTED TO PAY PARTICULAR ATTENTION TO TORSUING OF	88	G-NUTS. APPROPRIATE PERSONNEL MERE INFORMED G-NUTS, PER RAR-8P-8D-0;-3646.	ERE INCOMED OF T	

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15 JUN 1986

	DIFFICULTIES REVIEW-PHIUMATIC	PHIUKATIC STATEM-AIRBORNE	¥				
8787EH 848-8787EH	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA SOURCE PART HUMBER	VEHICLE DATE DIF	817E 784E DIF	PB 1	VENDOR HANG VENDOR PART NO	
FNEUMATIC-A/3 COMIRCL PRESS	AD63-0046/DA988/L2-4WC-08-118	COMPON I TE-PRD/DPL	1190	7.	2 2		•• 7 • c
FAILURE MODE-NOME.	FAILURE MODE-NOWE. HELIUM LOADING 71ME EXCESSIME, PROBLEM APPEARED TO BE AGE.	EN APPEARED TO BE AGE.					
SYSTEM EFFECT-NONE.	ú						
WEHICLE EFFECT-CO	WENICLE EFFECT-COUNTDOMN OF CONFOSITE DELAYED.						
CORRECTIVE ACTION-CONTROL	-CONTROL LOOP READJUSTED.						
PIEUNATIC-A/B	A-99-08-3080F CONTRCL BOTTLE STACING DISCONMECT, 27-08122-3 SUSTAINER HALF	FAR ECT, 27-06122-3	70E 421227	PACTORY	YEB B.H.	B.M. MADLEY 10719-8, -7	101100
FAILURE HODE-LEAR-E)	STERNAL: LEAKAGE IN EXCESS OF METHODS. CHLY THE SUSTAINER H	ALLOMBLE LINIT FROM THREE DISCOMECTS. FAILURE IS ATRIBUTED TO MLF WAS RECEIVED FOR AMILTSIS.	BCOMECTS.	FAILURE	18 ATTR	18UTED TO 1	
CORRECTIVE ACTION-FA	ILURE MOT COMFIRMED, LEAKAG RATE TO 25 SCIM. THE RATE	AC TEBY PROCEDURE COP 413.132 AC SPECIFIED BY 27-06122.	EVISION A.	PATED 1-1	3 · 33 - 03	AMEED PAXI	
PMEUMATIC-A/B CONTROL PRESS	30-90-00-3097-C 3EPARATIONTUBE,8-NUT	FAR 27-45400-19	1490 021220	¥ 5	7ES 60/C	,,	004743
FAILURE MODE-EXTE	PAILURE MODE-EXTERNAL LEAK OUE TO A CRACKED B-MUT.						
CORRECT! VE ACTION-NOME.	-NOME. FAILURE AMALYSIS CANCELLED BECAUSE TUBE ASSY. NOT RECEIVED FOR	USE TUBE ASSY. NOT REC		AMAL YBIB.			· · · · · · · · · · · · · · · · · · ·
PREUMATIC-A/B CONTROL PRESS	B-MJ-SEPARATIONTUBEASSY	FA4 27-45400-59	1420	Ē	7EA 60/C	u	***************************************
FAILURE MODE-STRUCTURAL.	CTUMAL. B-MUT WAS FOUND CRACKED, PAILURE WAS CONFIRMED AND CAUSE WAS ATTRIBUTED TO STREAS-CORRUSIO	RE WAS CONFIRMED AND CL	A SAM SENA	17R18U1ED	TO STREET	13-CORCOR 10	
CORRECTIVE ACTION-N	CORRECTIVE ACTION-WIL-F-5505A, AMENDMENT 7 WAS RELEABED. WILL ELIMINATE THE USE CORROSION CRACKING. 60/C TO PURGE STOCK.	D. WILL C'ININATE THE	USE OF ALU	STAUM ALLE	ors Pros	OF ALUMINUM ALLOYS PROME TO STRESS	

CONVAIR DIVISION

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S. C. M.A.

; [DIFFICULTIES REVIEW-PNEUNATIC STETEM-AIRBORNE

37.5.TEM 34.8-87.8TEM	TEST/REPORT NUMBER FALCE COMPONENT NAME	DIF DATA BOURCE PART HUNDER	VEHICLE SITE	817E PR1	VENDOR HAME	
PHEUMATIC.A/B CONTROL PRESS	39-98-08-3068F	FAR 27-00025-129	1160 FACTORY 621206	38	3/09	***
FAILURE MODE-STRUCTURAL. ARR HAD APPARENILY BEEN M	FAILURE MODE-STRUCTURAL. B-MUT FOUND CRACKED DURING DYE PENETRAHT CMECK. AMALYSIS REVEALED NO CRACK. A MEAYY MILL Er had apparenily beem mistaren for a crack. This is not a failure.	ETAAHT CMECK. AMALYE FAILUME.	IS REVEALED IN	CRACK.	A HEAVY MILL M	
CORRECTIVE ACTION-FAILURE NOT THE PROBLEM OF CRACKED B-MUTS.	CORRECTIVE ACTION-FAILURE NOT COMFINED. NO ACTION TAKEN. CORRECTIVE ACTION MAB PREVIOUBLY BEEN TAKEN TO ELIMINATE. He problem of cracked b-nuts.	ORRECTIVE ACTION MAI	PREVIOUBLY BE	EN TAKE	N TO ELIMINATE	
PACUMATIC-A/B CONTROL PRESS	4-99-08-3036F CONTRUL BOTTLE STAGING DISCONNECT, 27-08122-1 BOOSTER MALF	FAR 27-08122-1	134F FACTORY 621113	!	YES B.H. MADLEY NO 10713-11	
FAILURE MODE-EXTERNAL LE.	LEARACE. LEAKED PAST MATED BOOSTER MALE DISCONNECT DUE TO CURVATURE ALCHG THE CENTER LINE. CO TO NISALIGNEENT MEN THE TWO MALVES MENE MATED.	LE DISCONNECT DUE TO ERE MATED.	CURVATURE ALC	346 74E	CENTER LINE. CO	
CORRECTIVE ACTION-COMPINE 19 REJECTION AND WERE REGE SITE B.C. CHIEFS HAD CO	CORRECTIVE ACTION-CONFIGHED. PER HAR A-99-08-3617 OF DEC 17.1962. FINAL ASSEMBLY AND INSPECTION NERE INFORMED OF TH 13 Rejection and nere requested to insure that more care 13 Taken at assembly of the two sections. On 24 Jan 1963 th E SITE 8.C. CHIEFS HAD COPIES OF THE RAR AND HAD REVIENED PRINTS, FLANNING, TOOLING, AND MATING PROCEDURE FOR ANY PO SSIBLE EAROR WHICH COALD MANE CAUSED THIS FAILURE.	11962 - FINAL ASSEMBLY OF TAKEN AT ASSEMBLY OF HNTS, FLANNING, TOOM	Y AND INSPECT! THE IND SECTI	ONS. ON	INFORMED OF TH E4 JAN 1965 TH DURE FOR ANY PO	
PIEURATIC-A/B CONTROL PRESS	A-99-08-3057F CONTROL BOTTLE STAGING DISCONSECT, 27-08122-1 BOOSTER HALF	FAR 27-08122-1	134F FACTORY (21113	1	VES B.H. MADLEY NO 10715-9	995668
FAILURE MOE-EXTERNAL LE OF THE NATTHE ET-08122-1	FAILURE MODE-EXTERNAL LEAKAGE. LEAKAGE PAST THE MATED DISCONGCT 1418 CAUSED BY THE CURVATURE ALONG THE CENTER LINE Of the Natthe E7-08122-1 Discondect. The 27-08122-3 Discondect did Not Pail.	MEECT WAS CAUSED BY	THE CURVATURE	ALOM6 7	ME CENTER LINE	
CORRECTIVE ACTION-LINENDAM.	M. SEE RAR A-99-08-3617 FOR ACTION ON THE ET-08122-1 DIRCONNECT.	ON THE 27-08122-1 DI	8COMECT.		:	
PHEUMATIC-A/D CONTROL PHEBS	A-99-08-3048F BTAGING MELLUN DO'TLE	FAR R7-08375	\$20809 FACTORY	£ 2	MALTER KIDDE 891314-02	
FAILURE HODE-STAUCTURAL. COM IT IN A TEST FOR HYDRO ON IT DOCE NOT DANAGE PRE-	FAILURE PODE-STAUCTURAL. BUSHECTED GRADUAL DEGRADATION OF SPHERE PHYSICAL PROPER TIES CAUSED BY USE OF A SOLVENT FR COM IT IN A TEST FOR HYDROCARDON CLEANLINESS, FER SPECIFICATION 0-79035, EXTENSIVE TESTING INDICATED THAT USE OF FRE ON IT DOCE MANGED DANAGE PHEUMATIC SPHEMES, THERE IS NO NEED FOR THE HYDROCARSON CHECK. THIS CAN CAUSE REJECTION OF SAT	PHERE PHYSICAL PROPE JON 0-79035, EXTENSI R THE HYDROCARBON CH	R TIEB CAUSED VE TEBTIMG IM ECK. THIB CAN	BY USE	OF A SQLVENT FR THAT USE OF FRE EJECTION OF SAT	

COMPACTIVE ACTION-48 OF APRIL 3,1983, 7HE 87-08578 HIDDE SPHENE WILL NOT BE CLEANED AND INSPECTED AT 46/A. THE USE OF FROM 1F NAB DISCONTINUED. VAF VAF BDE48 APPROVED APRIL 3, 1983, ALLONED USE OF PROCEDURE H-69-2008, REVISION 1,

INFACTORY SPICEES.

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HIFFICULTIES REVIET-PNEUMATIC BYSTEM-AIPBORNE

	6 	*****
IF DATA BOURCE VEHICLE SITE PRI VENDOR MANE PART NUMBER DATE DIF TIME DIF OTH VENDOR PART NO	O AT THE SUPPLIERS AND CLEANED A .EANING AND ACCEPT BATIBPACTORY 8	YES HABLEY NO 10715-8
317E 0	THE SUPPLE	SF SCHILLIN YES MADLEY RESEE 6 NO 10715-
VEHICLE DATE DIF	TESTED AT AND CLEANS	336
DIF DATA BOUNCE VEHICLE SITE PRI VENDOR NAME PART NUMBER DATE DIF TIME DIF OTH VENDOR PART	. SPHERES WILL SI . WITNESS TESTING	FAR 27-0012E-3
TEST/REPORT NUMBER FRILED COMPONENT NAME	RES WILL BE REPROCESSED AT NING LABORATORY. GO/A G.P.	A-9M-08-3034F 81ALIMO I 8COMECT
8731EM 306-8731EM	IT THE VENDOR. IN MOUSE SET THE MISSILE COMPOMENT CL	GUHATIC-A/B MIROL PRESS

FAILURE MODE-EXTERNAL LEARAGE, AUGIBLE LEARAGE, CAUSE NOT RNOWN. PART DAMAGED BURING UNAUTHORIZED AEMOVAL THUS PREV ENTING FUNCTIONAL TESTING. PONSIBLE CONFUSION AS TO ALLOMABLE LEARAGE BETWEEN PROCEDURE 27-47723-1 AND SPECIFICATION

CONTROL PRESS

CORRECTIVE ACTION-FAILURE NOT CONFIRMED. 60/A NEWO P375-2/84 OF NCV. 13. 1982 CLARIFIED LEARAGE LIMITS BY STATIMS MAT EXACT VOLUME MEASUREMENT IS NOT PRACTICAL AND THAT AUDIBILITY IS TO BE USED.

279111 ₹ ₹ **120407** COMPOSITE-FRD/DPL 13F AD61: -0042 / DA89 6/02 - 4MO-01 - 13 CONTROL PRESS PACUMATIC-A/8

FAILURE HOCE-LEAR ENTERNAL-616 RELIEF VALVE 18 IN INT BOTTLE PRESSMIZATION STRIZM MAS LEARING AND AGSULTED IN LOW CONTIOLS BOTTLE PRESSURE.

STREM EFFECT-DEPLETION OF GAS BUPPLY IN BUBTAINER CONTROL HELIUM BOTTLE.

VEHICLE EFFECT-NOME.

CORRECTIVE ACTION-LINKNOWN.

4£0313 LIMCOLM YES B.M. MADLE: NO 10719-9	
FAR DISCORECT, ET-CO:::2-3	
A-91-08-30C3F CONTROL BOTILE BTAGING DISCONMECT, ET-CO:::2-3 BUSTAINER MALF	
 PNE UNATIC - A/B CONTROL PRESS	

994417

FAILURE MODE-LEAN EMERMAL. COUFLING LEARED AT PACKING GLANG MUT MAIN PAUL PROBE WAS INSERTED. CAUSE MOT DIERMINED. Lean was mithin allomable linits. Noting Probe not availading Mus analysis.

CORRECTIVE ACTION-FAILURE CONFIGNED. THE OF NOVEMBER 29, 1882, TO ALL UNSOLD BASES REQUIRED REJECTION OF MATED DISC OWNECTS ON THE BASIS OF AN AUDISLE LEAK, NEWO PS74-E764 OF NOVEMBER 13, 1962 SPECIFIES THAT PROCEDURE 27-41086 BAS B C USED FOR THIS INSPECTION.

PHEUMATIC-A/B	ACGE-0076/01-904-00-66	7.121	44C 47A	5	151
CONTROL PRESS	PHEUMATIC BUPPLY LINE TO P.U. STAT	1.6.7	061 023039	230	2
	ž				

FAILURE MODE-LEAK, EXTERNAL. PROPELLAMY UTILIZATION STREM DATA IN CONNECTION WITH PROPULATOR AND PMEUMAPIC DATA IN Dicate a leak existed in TME PMEUMATIC LIME TO TME P.U. STRTEM, CAUSE OF THE LEAK IS ATTRIBUTED TO TME THRUST SECTIO

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	DIFFICULTIES REVIEW-PHEUMATIC STRICH-AIRBORNE	LINATIC STRIEM-AIRBON	¥				(
8787EH 808-8787EH	TEST/REPORT NUMBER FAILED COMPONEN/ NAME	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	317E 71ME DEF	M 0 T	VENDOR HAJE VENDOR PART NO	
STRICLE EFFECT-COSS OF	STRICH EFFECT-DEPLETION OF GAS SUPPLY. THICLE EFFECT-LOSS OF VEHICLE STABILITY, LOSS OF PREMATICS RESULTED IN VERHIER EMGINE SHUTDOM AND PAILURE TO JET	ICB REBULTED IM VERMI	er engine	B HCTDOMB(C. A.	PAILUME TO JET	•
CORPECTIVE ACTION-NOME.	.						
PMEUMATIC-A/B CONTROL PRESS	AAG1-013E/GAPE-40E-00-117 BOXNTER CONTROLS PREUMATIC REGULAT OR	COUNTDOM	1170	12-1400	ភ្នំ ទ		1
FAILURE MODE-ERRATIC OF	IC CPERATION OF B DOTER CONTROLS PIEU. REG. 3 TO 10 PSI OSCILLATIONS ON LANDLINE MEASUREMENT.	REG. S TO 10 PS! OSC!	LLATIONS (X CIOLL	Ä	ABUNEHENT.	
SYSTEM EFFECT-ERRATIC C	SYSTEM EFFECT-ERRATIC OPERATION. OSCILLATIONS WERE PRESENT IN LANDLINE MEASUREMENTS.	T IN LANDLINE NEASURE	DENTS.				
VEHICLE EFFECT-COANTOON BELATED	A DELATED.						
CORRECTIVE ACTION-UNKNOWN	į		:				
PAEUNATIC-A/B CONTROL PFESS	AAN1-0094/P1-501-00-E1 REGLATOR: VERNIER CONTROL	COUNTDOM	61015	=	ž š		****
FAILURE MOC-ERRATIC OF T-40 MINUTES.	IC OPERATION-THE VERHIER CONTROL REGULATOR OUTPUT EXMISITIO A 8 PSE 3 CPS OSCILLATION STARTING AT	TOR OUTPUT EXHIBITED	K 189 9 4	CPS OSCI	141	ON BTANTING AT	
BYSTEN EFFECT-NONE.							
VEHICLE EFFECT-COMPONION	VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEDULED. THE TEST WAS TERMINATED AS IT WAS IMPOSSIBLE TO ISOLATE THE OSCIL. Lation to either the regulator or an instrumentation Malfunction.	1 WAS TERMINATED AS MCTION.	T 44.5 110	2831 BLE 70	8	LATE THE OSCIL	
CORRECTIVE ACTION-UNKNOWL							
PNEURATIC-A/B CONTROL PRESS	98-08-206 ENGINE CANTROL BOTTLE STAGING DISC 27-06122-3 CHRECT MAL	FAR 6C 27-06122-3	610416	E18	7E 8	YES B.H. MADLEY NO 10755	• 377.
FAILURE MODE-LEAK-EXTER	FAILURE MODE-LEAR-EXTERNAL, UNIT REJECTED FOR EXTERNAL LEARAGE WHICH MAS CAUMED BY SMALL PARTICLES DETMERN THE CHEY Ion scal and the retainer, rotating the seal beveral times cured the lear.	AKAGE WHICH HAS CAUM CURED THE LEAK.	ID BY SHALL	PARTICU	2	THEEN THE CHEL	
CORRECTIVE ACTION-FIELD	CORRECTIVE ACTION-PIELD PERBONNEL MERE INSTRUCTED TO NAKE ATTEMPTS TO CORRECT LEAKAGE, AS ABOVE, BEFORE REJECTING E ITEM.	ATTEMPTS TO CORRECT	LEAKAGE,	18 ABOVE,	2	ME REJECTIME T	
						PAGE 0100	

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		DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE	MATIC SYSTEM-AIRBOR	Æ				,
	973167 9.06 - 379764	TEST/PEPCRT NUMBER FAILED COMFONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	817E 11ME 01F		PRI VENDOR NAME OTH VENDOR PART NO	
	PME UMATIC - A/B CONTPOL PRESS	AI:60-0951/P2-405-00-90 COMTROL AND SEPARATION BOTILES	FLIGHT	800	3. O	XC YES		007700
	FAILURE MODE-EXTERHAL-LI PMASE, CAUSE MAS DETERM	FAILURE HODE-EXTERHAL-LEAK. CONTROL AND SEPARATION BOTTLES PRESSURE DECAY RATES WERE ABMORMALLY HIGH DURING BOOSTER Phase. Cause was determined to be helium learage in the booster section separation system.	PRESSURE DECAY RATE STER SECTION SEPARA	S WERE ABN	ORMALLY !	150 31	MG B0003 TER	
	STSTEM EFFECT-NOME, ALT SE, THERE MAS ADECUATE PI STEM PRESSURE FOR THE RE	STSTEM EFFECT-NOME, ALTHOUGH CONTROL AND SEPARATION BOTTLES PRESSUME DECAYS WERE ABNORMALLY HIGH DURING BOOSTER PMA SE, THERE MAS ADECUATE PRESSUME AT BEGG TO EPPECT A SATISFACTORY BOOSTER JETTISON, AND TO PROVIDE PROPER CONTROLS SY STEM PRESSUME FOR THE REMAINDER OF FLIGHT.	PRESSURE DECAYS WE TORY BOOSTER JETTIS	RE ABNORNA ON, AND TO	PROVIDE	BURING B	BOOSTER PHA	
	VEHICLE EFFECT-NOIG. SE	WEHICLE EFFECT-NOME. SEPARATION AND CONTROLS FUNCTIONS WERE SATISFACTORILY ACCOMPLISHED THROUGHOUT FLIGHT.	SATISFACTORILY ACC	OPPLI SHED	THROUGHO	UT P.1541		
	CORRECTIVE ACTION-NOME.							
	PPE UNATIC - A/B	96-08-199 HELIUM F.EX HOSE	FAR 27-00216-1,-3	011019	OA 738	7E8 FLEX	YES FLEX HETAL HOS	• 2 2 2 4 9
	FAILURE MODE-SYPUCTURAL JECTED WHEN THEY FAILED STAINLESS TUBE TO THE R	FAILURE MODE-STRUCTURAL. ONE -1 UNIT REJECTED FOR FAILURE WHILE PRESSURTZED TO 3000 PSIG. THREE ADDITIONAL UNITS RE Jected whem they failed inspection tests (-1 and two Pieces of -3). All units displayed poor bilver soldering of the Staimless lube to the pellons, including partial burface wetting by solder, porosity and volds.	MILE PRESSURTZED TO OF -3). ALL UNITS E TTIME BY SOLDER, PO	3000 PSIG	. THREE OOR SILW VOIDS.	ADDITIONA ER BOLDER	IL UKITS RE IING OF THE	
	CORRECTIVE ACTION-SAMPL	CORRECTIVE ACTION-SAMPLING PLAN OF SECTIONING ONE OUT OF FIVE MOSES FABRICATED BY THE VENDOR WAS INITIATED. 60/C OCK DYE CHECKED. VENDORS FABRICATION PROCESSES REVISED.	VE HOSES FABRICATES	BY THE VE	HOOR INS	IMITIATE	.D. 60/C BT	
	PNEUNATIC-A/B CONTROL PRESS	AEGO-0748/PZ-401-00-60 SEPARATION AND CONTROLS BOTTLE	FLISHT	000 600923	3 1	7.5 O		960969
	FAILURE MODE-EXTERNAL-L. OGTER PHASE, A NURMAL PR HE BOOSTER SECTION.	FAILURE MODE-EXTERNAL-LEAK. ADNORMAL PRESSURE DECAY IN BOTH THE BEPARATION AND THE CONTROLS MELIUM BOTTLESDURING BO OSTER PHASE, A MORMAL PRESSURE DECAY IN THE CONTROL MELIUM BOTTLE DURING SUSTAINZA PHASE INDICATES THE LEAK WAS IN T HE BOOSTER SÉCTION.	I THE BEPARATION AND NOTTLE DURING BUBTAI	THE CONTI	OLS MELI INDICATE	WH BOTTLE 8 THE LEJ	30URING 80	
	SYSTEM EFFECT-NONE, PRE	PRESSURE WAS ADEQUATE FOR BEPARATION AND SUBSEQUENT STATEM OPERATION.	D BUBSCAUENT STRTES	OPERATION	<u>.</u>			
	VEHICLE EFFECT-NOVE.							
ß	CORRECTIVE ACTION-HOME.							
	PNEUMATIC-A/B CONTROL PRESS	AEGO-073483-401-00-47	7.181	476 60081E	3748-3 105	ž 8		
		FAILURE HODE-ERTERNAL-LEAK, ABMORMAL DECAY IN CONTROLB BUTTLE MELIUM PREBBURE AT VERNIER TAMB REPREBBURIZATIOM ATT Ributed to melium leak in TME Vennier Tank Prebburization Btbfen.	LE MELIUM PRESSURE STEN.	AT VERHIES	TANKS A	77.63.63	ZATION ATT	
	BYBIEM EFFECT-DEPLETION	HOM OF GAS SUPPLY. PRESSURE DECAY CAUSED THE SUSTAINER EAS GEMERATOR TO GRADUALLY CLOSE, CAUSIN	O THE BUBTAINER CAL	GENERA TO	TO GRAD	שונו כונ	ME. CAUBIN	
							PA6C 0109	

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87.57EE 81.6-57.87ER	TEST/REPORT NUMBER PAILED COMPONENT NAME	DIF DATA BOURCE PART HUMBER	VEHICLE S	SITE PRI	PRI VENDOR NAME OTH VENDOR PART NO	
4 A DECREASE IN SUSTAIN	STAINER THRUST STARTING AT REE BECOMBS.					801060
VEHICLE EFFECT-PREMATURE SUSTAIL ROCESS IN THE SUSTAINER CHANBER.	EMATURE SUSTAINER EHGINE BHUTDOMM AT EBE SECONDS PROSABLY DUE TO DETERIORATION OF THE COMBUSTION P. AINER CHAMBER.	NE SECONDS PROSABLY DUS	: TO DETENIORA	8 5	HE COMMITTON P	
CORRECTIVE ACTION-UNKNOWN	OM.					
PHEUMATIC-A/B CONTROL PKESS	AE60-0538/P1-40E-00-80 HELLUM STORAGE TANK	F1647	600 11 600702 128	22		98 78 58
FAILURE MODE-CUT OF EVER CESSIVE USAGE OF CONTRR RNESS.	I OF EXPECTED TEST VALUE, ERROMEOUS PRESS CONTROLS HELIUM SUPPLY, CYCLING OF TANKS	PRESSURIZATION AND VENTING OF VERNIER PROFELLANT TANKS CAUSED EX TANKS RESULTED FROM INTERNITTENT SHORT IN ENGINE RELAY BOX OR HA	OF VERNIER PROPELLANT ITTENT BHORT IN ENGINE	OPELLANT N ENGINE	TANKS CAUSED EX RELAY BOX OR HA	
SYSIEM EFFECT-DEPLETIC SSURE THROUGH EXCESSIVE PERFORMANCE.	SYSIEN EFFECT-DEPLETION OF GAS SUPPLY. CONTROLS HELIUM SUPPLY DEPLETED TO LESS THAN MINIMUM REGULATOR OPERATING PRE SSURE THROUGH EXCESSIVE ERRONEOUS USAGE. LACK OF BUFFICIENT PRESSURE TO THE BUSTAINER LOX REGULATOR AFFECTED ENGINE PERFORMANCE.	WAPLY DEPLETED TO LESSINT PRESSURE TO THE BUS	THAN MINIMUM STAINER LOK RE	REGULATOR A	JR OPERATING PRE- IPPECTED ENGINE	
VEHICLE EFFECT-/ HPROPI TOR RESULTED IN LOW CUI	VEHICLE EFFECT-IMPROPER TRAJECTORY. DECREASE IN SUSTAINE TOR RESULTED IN LOW CUTOFF VELOCITY AND SMORT RANGE.	IN SUSTAINER ENGINE THRUST PROM LACK OF CONTROL PRESSURE TO LOW REGULA.	ACK OF CONTRO	, PAESSU	NE TO LOM REGULA	
CORRECTIVE ACTION-NOME.						
PHEUKATIC-A/B CONTROL PRESS	AZC-E7-118/P1-405-00-4E	भावा	420 11 420 11 420 208	01 53.202 203.25 NO		693117
FAILURE MODE-LEAK. A L	A LEAR IN THE WERNIER ENGINE SYSTEM OR THE EMEINE TANK SYSTEN DECAME EVIDENT AT TANK REPTESSURIZ	OR THE EMGINE TANK 8Y8'	IEN DECAME EVI	DENT AT	TAIR, REPTESSURIZ	
SYSTEM EFFECT-DEPLETIC	SYSTEM EFFECT-DEPLETION OF 4-9 SUPPLY. CONTROLS MELIUM BOTTLE PRESAURE BEGAN TO DECAY AT THE RATE OF 205-25 SECONDS.	YNTLE PREBAUTE BEGAN	19 DECAY AT TH	E RATE OF	F 5.05 P81/3EC A	
VEHICLE EFFECT-NONE.						
CORRECTIVE ACTION-NOME.						
PHEUPATIC-A/B	94-06-131 LOE BOILOFF VALVE CONTROLLER	FAR 27-04112-15	130 COM 591100	COMMEDS VE	TES STEWAT WANES	
FAILURE MODE-FAIL TO COME CLOSE THE BOLLOFF TO TEMPERATE	FAILURE HODE-FAIL TO CPERATE AT PRESCRIBED TIME, FIVE CONTPOLLERS (E7-DBILE-15) REJECTED DUE TO FAILURE TO CPEN AND 708 CLOSE THE BOLLOFF VALVE DURING LOR TAMEING, CONCLUDED THAT FAILURE REBULTED FROM HIGH LIMIT BMITCH FAILING TO AC TIVATE DUE TO TEMPERATURE HUMIDITY EFFECTS OR INEFFICIENT LINKAGE.	MIPCLLERD (ET-DBIIE-11 1 THAT FAILUME REBULTEE 7 LINKAGE.	I) REJECTED DU PROM HIGH LI	E 30 FA11	LURE TO CPEN AND TH FAILING TO AC	
CORRECTIVE ACTION-A RE TYPE PHEUMATICALLY OPER	CORRECTIVE ACTION-A RETROFIT ON MBL 13D WITH A DOUBLE. IN BERIEB. BOLLOF! VALVE EFFECTIVITY THRU 3ED. A NEW POPPET THE PNEUMATICALLY OPERATED VALVE TUBE INSTALLED ON MBL RAD AND 370. VENDON REDEBISHING PRÜBBURE CONTROLLER FOR BETT	H BERIES, BOLLOFF VALV	E EPPECTIVITY	THRU SE	3. A NEW POPPET	
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	DIFFICULTIES ACHIEN-PNEURATIC SYSTEM-AIRFORME	INITIC BYBIEH-AIREOR	¥				
8721EM 846-3791EM	7EST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART KUMBER	VEHICLE DATE DIF	817E 71ME 01F	PRI VE	VENDOR HANG VENDOR PART NO	,
ER CPERATING CHARACTERIST	ER CPERATING CHARACTERISTICS. THIS UNIT NOT IISED ON MISSILES 37D AND	1 370 AND OM.					
PMEUMATIC-A/B CONTROL PRESS	A2C-27-08E/P1-401-00-26	FLIGHT	26D \$91029	11 2 1	88		
FAILURE MODE-OUT OF TOLE R THAN MORNAL. VE ENGINE ART TANKS DUE TO A LEAK R	TOLERANCE. DURING YERHIER BOLD, CONTROLS BOTTLE PRESSURE DECATED AT A RATE SUBSTANTIALLY GREATE. INE WAS NOT IGNITED DURING THIS TINE, ATTRIBUTED TO A HIGH RATE OF PROPELLANT USEAGE FROW THE ST KR IN THE PROPELLANT LINES AND/OR LACK OF COMBUSION BACK PRESSURE FROM YE ENGINE.	A BOTTLE PRESSURE OF TRIBUTED TO A MICH.	ECAVED AT RATE OF PR REBBURE FR	A RATE 30 OPELLANT ON VE EN	BBTANT USEAGE	TALLY GAEATE PRON THE BT	
SYSTEM EFFECT-DEPLETION	ION OF GAB SUPPLY.						
VEHICLE EFFECT-NOME.							. <u>-</u>
CORRECTIVE ACTION-NOME.							
PMEUMATIC-A/B	AZC-27-035/P4-402-00-15	COUNTDOM	15D 591015	=	2 2		092477
FAILURE HODE-CONTAMINATE	FAILURE HODE-CONTAMINATION. PHEUMATIC CONTROL SYSTEM CONTAMINATED YETH FUEL. NO ADDITIONAL DATA.	IINATED YTH FUEL. H	0 ADD111CM	AL DATA.			
SYSTEM EFFECT-CONTAMINATION	1 9 .						-
VEHICLE EFFECT-COUNTDOMN	VEHICLE EFFECT-COUNTDOMN ABORTED AND RE-SCHEDULED. COUNTDOMN ABO L SYSTEM AND BECAUSE OF ESRATIC ERROR DENCOULATOR OUTPUT BIGNAL.	COUNTDOM ABORTED AS RESULT OF FUEL CONTAMINATED PREMATIC CONTR. SUTPUT BIGNAL:	OF FUEL C	CHTANINA	Ě	JAMATIC CONTR	
CORRECTIVE ACTION-UNKNOWN.	**						
PACINGATIC-A/B CONTROL PRESS	AZC-27-035/P4-401-00-15 Tubing	COUNTDOWN	190 501013	14-	7ES 60/C	۷	.7.
FAILURE MODE-LEAR-EXTERN	FRIME, PELIUM LEAR IN CONTROL SYSTEM. NO ADDITIONAL DATA.	NO ADDITIONAL DATA.					
BISTEN EFFECT-DEPLETION	ON OF 648 SUPPLY. HELIUM USAGE RATE INCREASED ABONE NORMAL AS RESULT OF LEAK.	ICREASED ABOVE HORNA	L AS RESUL	T OF LEAN	:		
VEHICLE EFFECT-COUNTDOMN DELLYED. HOLD	DELATED. MOLD CALLED TO REFAIR LEAK. TOTAL WOLD TIME ED HINUTES.	A. TOTAL MOLD TINE	EO HIMUTES				
CORRECTIVE ACTION-UNKNOWN.		1					
PREUMATIC-A/B CONTROL PRESS	AZM-£7-356/FC-4CO-03-16	CONFOST TE-PACTORY	1.80 80081	81	2 5		
PAILUNE HODE-FAILED I	TO CPERATE AT PRESCRIBED TIME. PHEUMATICS WAS TURNED OFF PREMATURELY DURING THE TEST AT 120 SEC. In Evaluation of the Pu and HB Valves.	CS MAS TURNED OFF P	REMA TURBL T	200	35 34 (8.3)	F AT 120 SEC	
BYSTEN EFFECT-OPERATION	ON TOO MIGHT. BTRIEN CONTROL PRESSURE INS NOT AVAILABLE AFTER 120 SECONDS.	MAS NOT AVAILABLE A	7TEM 180 D	rcorps.			

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	DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE	UMATIC SYSTEM-AIRBO	Ä			
3737EH 846-3737EH	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUNBER	VEHICLE DATE DIF	83.TE TINE DSF	PRI VENDOR MANE OTH VENDOR PART NO	
WHICLE EFFECT-COMPOSE	VEHICLE EFFECT-COMPOSITE RESCHEDULED. OR RESCHEDULED.					•• 141
CORRECTIVE ACTION-NOT	NOT RHOMN-POST COMPOSITE TESTING REQUIRED.	· A				
PNEUNATIC-A/B	F788142/P3-404-00-17 CONTROLLER, VALVE	COUNTDOAN	170 580816	13	HO 7E\$	27.87.5
FAILURE MODE-GUT OF TO CHANGER.	TOLERANCE. HELIUM BOTTLE PRESSURE WAS TOO LOW DUE TO CONTROLLER VALVE SETTEMS ON GROUND MEAT EX	TOO LOW DUE TO CONTI	IGELER VALV	E 9ETTEM	ON GROUND HEAT EI	
SYSTEM EFFECT-OPERATIO	SYSTEM EFFECT-OMERATION TOO LOW MELIUM BOTTLE PRESSURES STABILIZED AY 2,850 PSI. REDLINE MAS 2,650 PSI.	481L12ED AY 2,050 P	II. REDLINE	MS 2.0	0 Pb 1.	
VEHICLE EFFECT-COUNTDOMN DELAYED 9 NIMUTES.	DAN DELAYED 9 HIMUTES.					
CORRECTIVE ACTION-SET	CORRECTIVE ACTION-SETTING FOR VALVE 11 CONTROLLER ON THE GROUND HEAT EXCHANGER INS READJUSTED.	ACUND HEAT EXCHANGE	I IN B READ	USTED.		1
PMEUBATIC-A78 CONTROL PRESS	F145017/F1-401-00-11	7 10	110 590714	11 /ETR -2440	<u>-</u>	103601
FAILURE MOC-FAIL DURI	DURING OPERATION. THE BOODTER CONTROL MANIFOLD PRESSURE RELIEF VALVE PROZE IN THE OPEN POSITION DI THE PRESSURIZATION. THIS MAS CAUSED BY IMPROPER POSITIONING OF THRUST BECTION HEATER DUCTING.	MIFOLD PRESSURE REL	ICT VALVE F	ROZE 116 DECTION	VALVE PROZE IN THE OPEN POSITION (THRUST DECTION HEATER DUCTING.	
SYSTEM EFFECT-DEMETTIC	STRICH EFFECT-DEPLETION OF GAS SUPPLY. THE BOOSTER CONTROL MANIFOLD PRESSURE RELIEF VALVE FRORE OPEN.	. HANTFOLD PRESSURE	PELLEF VALV	E FROZE	Æ.	
VEHICLE EFFECT-COUNTDO	WENICLE EFFECT-COUNTDOWN DELAYED. 40 NINUTES HOLD.					-
CORRECTIVE ACTION-REPO	CORRECTIVE ACTION-REPORTIONED THRUST BECTION HEATER DUCTING.	Æ.				1
PREUMATIC-A/B CONTROL PRESS	F144894/P3-403-00-09 RELIEF VALWE, PREUMATIC	COUNTDOM	\$0 \$60604	3	763 80	99 76 60
FAILURE MODE-LEAK-ERSE	EXTERNAL. VALVE PAILED TO BEAT PROPERLY.					
SYPTEM EFFECT-DEPLETIC	[TION OF GAS SUPPLY.					
VEHICLE EFFECT-COUNTDC	WENTELE EFFECT-COUNTDOWN ABORTED AND REBONEDULED.					
CONNECTIVE ACTION-REPLACE	LACE WALME.					
PMEUMATIC-A/B CONTROL PRESS	AIC-27-031/P3-403-00-08 RELIEF VALVE	COUNTDOWN	\$0 \$0004	=	5 Q	,
FAILURE MODE-LEAK-EXTE	INTERNAL. THE BOOSTER PRESENTIC CONTROL	MANIFOLD RELIEF VALVE WOULD HOT BEAT PROPERLY AFTER A 3 H	of duon in	1 88.6.7 P	IOPERLY APTER A 3	
B181EN EFFECT-DEPLETIO	LTION OF BAR BUPPLY THIS IS ONEN RELIEF VALVE.	VALVE.				

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	9491EM 940-9491EM	TESTAEPORT MUNBER FAILED CONFONENT NAME	DIF CATA BOURCE PART KUNDER	VEHICLE DATE DIF	TINE DIF OTH		VENDOR HANE VENDOR PART NO	9
	VEHICLE EFFECT-COUNTDON	VEHICLE EFFECT-COUNTDOMN, COMPOSITE ABORTED AND RE-SCHEDULED.	ė					• • • • • • • • • • • • • • • • • • • •
	CORRECTIVE ACTION-UNKNOWN	Yas.						
	PREUMATIC-A/B CONTROL PRESS	AZC-E7-051/P3-40E-00-05 BOLEHOID-ACTUATED CHECK VALVE	COUNTDOM	309086 380802	<u> </u>	<u> </u>		39950
	FAILURE MODE-LEAK-INTER	INTERML. FAILURE OF THE SUSTAINER TAKES HELIUM BOTTLE SOLEMOID-ACTUATED CHECK MALVE.	HELIUM BOTTLE SOLEN	OID-ACTUAT	ED CHECK	YALY	ដ	
	VEHICLE EFFECT-COUNTDOM,	VEHICLE EFFECI-COUNTDOMN, COMPOSITE ABORTED AND RE-SCHEDULED. ABORT WAS DUE TO CONTINUED GUIDANKE PROBLEMS. CORRECTIVE ACTION-UARNOWAL.	ID. ABORT WAS DUE TO	CONTINUED	GUIDANCI	Ž.	DLEMB.	
	PMEUBATIC-A/B CONTROL PRESS	FTA4567/P1-E01-00-11 RECULATOR, GAS-SUSTAINER ENGINE CO NTROL	FRE	11B 590120	=	ដុំខ		
	FAILURE HODE-ERRATIC OF	FAILURE MODE-ERRATIC OPERATION. SUSTAINER ENGINE CONTROL PREUNATIC REGULATOR OUTPUT PRESSURE WAS ERRATIC WITH A MAX Man pressure of 836 psig just Prior to Engine Start and a miniman yalue of 860 psis at engine start.	EUMATIC REGULATOR O HINIMUN YALUE OF 860	WIPUT PRES	AURE MAS	ERRA MT.	H 4 MTW 211	
	SYSTEM EFFECT-ERRATIC G	SYSTEM EFFECT-ERRATIC OPERATION. SUSTAINER ENGINE CONTROL MANIFOLD PRESSURES WERE ERRATIC.	MANIFOLD PRESSURES W	ERE ERPATI	ن			
	WENICLE SFECT-NONE.							
	CORRECTIVE ACTION-REPLACED REGULATOR.	ICED REGULATOR.					:	
	PIEUNATIC-A/B CONTRCL PRESS	2C-7-E10/P4-203-00-1E Sustainer Control, Pressure regulat Cr	PLICAT	9 2 11 9 6	14 -3 10 24 0	ភូមិ		•
	FAILURE MODE - OUT OF T CONTROL MANIFOLD PRESSUR	FAILURE MODE - OUT OF TOLERANCE, BURING BOOSTER PHAST THE BUSTAINER MELIUM CONTROL REGULATOR DAIFTED BELOW MINIMUM CONTROL MANIFOLD PRESSURE SETTING OFTES PRIG. NO CAUST FOR THIS BIBCREPANCY MAS DEEN BETERNINED.	PUSTAINER MELIUM CON INIB DIBEREPANÇY MAB	TROL REGUL	ATOR DALL	ā	SELOW MINIMU	
	STSTEM EFFECT-OPERATION BIG AT BOOSTER CUT-OFF.	STSTEM EFFECT-OPERATION TOO LOM-SUSTAINER CONTROL MANIFOLD PRESSURE DECAYED BELOW MINIMUM ALLOMBLE, R BIG AT BOOSTER CUT-OFF, THE PREASURE RETURNED TO NORMAL (740 PSI4) BY RUSTAINER CUT-OFF AT ESS SECONDS.	PRESSURE DECATED BE 1 PSIG) BY BUSTAINER	CUT-OFF A	M ALLOMA	P.E.	REACHING 724 P.	
	WENTCLE EFFECT-NONE-THE	WENTELE EFFECT-NONE-THE WENTELE PERFORMED NORMALLY DURING THE TIME THE CONTROL PRESSURE REVAINED BELOW 735 PAIG.	HE TIME THE CONTROL	MESSURE	REMINED		J 735 P816.	
	CORRECTIVE ACTION-UNKNOWN							
	CONTROL PRESS	FTA4311/P1-201-00-9 BUSTAINEY PNEUMATIC CONTROL REGULA TOR	986	96 541014	110	50		
	PAILURE MODE-OUT OF TOLI	TOLERANCE. THE DUSTAINER PHEUMATIC CONTROL RESULATOR OPERATED SLIBHTLY ABOVE THE UPPER LINIT.	PCL REGULATOR OPERA	100 ALIENT	LY ABOVE	Ĭ	PPER LINET.	
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TEST/REPORT NUMBER TEST/REPORT NUMBER TEST/REPORT NUMBER THE SUSTAINER PREUMATIC CONTROL PRESSUR ECT-NOME. KTICH-UMENORM. ECT-NOME. FTASSIL/FI-EDI-DO-B BOOSTER PREUMATIC CONTROL REGULATOR ENGINE CUTOFT, DURING MOST OF THIS PERIOD, THE PRESSURES WERE CT-ERRATIC OPERATION. ECT-NOME. ATTICH-UMENORM. ECT-CONTROL REGULATOR ECT-CONTROL ENTINE REPLACED. ETASISHER CUTOFT FTASSISHER FTASSISHER CUTOFT FTASSISHER	CABURE WAS SLIGHTLY A CABURE WAS SLIGHTLY A ATOR EDHIBITED SCYERA MERE OUT OF TOLERANCE N 68 1 M 68 1 M 68 1	11	EDMINITED SEVERAL LEVEL SHIPTS FROM CAGINE OUT OF TOLERANCE. SA 14 YES SAOOM O TOLERANCE. SA 14 YES SAOOM O TOLERANCE.
T-OFERATION CT-NOME. CTION-UNE. T-ERRATIC CUT CT-ERRATIC ECT-COMIT ACTION-VAL ACTION-VAL CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-CRATIC	SSIGIA O SSI	341 200 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	WPER LINIT.
E - OUT OF ENGINE CUI CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC	SB1014 0 ATOR EDMIBITED SEVERA WERE OUT OF TOLERANCE N BB 1 B60811	80	FIE PRON CASING
E - OUT OF ENGINE CUI CT-ERRATIC CT-ERRATIC CT-ERRATIC CT-ERRATIC ECT-COUNT ACTION-VAI	SB1014 0 ATOR EDMIBITED SEVERA WERE OUT OF TOLERANCE N BB 1 B60811	80	FIE PROM CASINE
E - OUT OF ENGINE CUT CT-ERRATIC ECT-NONE. ACTION-UNI CT-ERRATIC CT-ERRATIC CT-COUNTI	SESTING SESTIN	0053	25 TH
THERRATIC CUT OF THE C	N 69 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	200	MIFTS PRON CAGING
CCT-NONE. ATTICH-UNE CT-ERRATIC CT-ERRATIC ACTION-VAL ACTION-VAL CCT-CRRATIC CT-CRRATIC	64 B60911	8	o o
CCT-NONE. CTION-UM CT-ERRATIC ECT-COMMIT ACTION-VA E-ERRATIC TO 756	6.0 6-0011	8	ž g
CT-ERRATIC ECT-COUNT ACTION-VAL	6.8 64.001.1	8	5 g
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ACTION- VAL			
E-ERRATIC ID TO 756			
	96 94098	11/674	75.
	A CUTLET PRESSURE RO	E FROM 71	30 PB16 TO 641 PA1
SYSTEM EFFECT-MAK.			
WENTCLE EFFECT-NOME.			
CORRECTIVE ACTION-REPLACED REGULATOR.			
PHEUMATIC-A/B EM-1020/TEST 14-306 CAPTIVE CONTROL PRESS REGULATOR, RETAINER SEAL	816008	7	7 C
FAILURE MODE-FAILED DURING OPERATION, DUE TO INCORRECTLY INSTALLED RETAINER BEAL IN THE BUPPLY REBULATOR FOR PRESSU BIZATION PROGRAMMER, THE REGILATOR OPENED AND PAILED TO CLOSE PRIOR TO TEST START, A SUDDEM BURSE OF PRESSURE THEM C	IETAINER BEAL IN 14E 10 test Start. A BUDDI	H BURBE	SULATOR FOR PRESSU OF PRESSURE THEN C

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	9981 MOT 91	DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRSORME	HATIC SYSTEM-AIRBOR	¥				
	81816 N 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8 1 8	TESTARFORT MUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE BITE PRI DATE BIF TIME BIF OTH	817E 71ME DIF		VENDOR HANG	
	PHEUMATIC-A/B LIRE SUPPLY	969-1-009 F171NG	CORPOSITE-FRE/DPL	3030	ABREBA-1 VEB NO	2 9		0
	FAILURE MODE-EXTERNAL LE	FAILURE MODE-EXTERNAL LEAK. AM LHE LEAK OCCURRED AT BMROUD PITTIMS.	P1111M6.					
	STATEM CFFECT-DEPLETION	STREET EFFECT-DEPLETION OF GAS SUPPLY. LOSS OF LINE.						
	WENICLE EFFECT-COUNTDOM	WENICLE EFFECT-COMMIDGING DELAYED. DELAY IN DPL.						
	CORRECTIVE ACTION-TRESARER SEALER IMS APPLIED.	EER SEALER WAS APPLIED.						
	PHECHATIC-A/B LINE BUPPLY	LV-96-02-060P BHIELD, GASKET	FAR 27-78404-7	264b 630416	21	20 0	KIRKWELL AUGER	99231E
	FAILURE MODE-LEAR-EXTERMAL LARGER LNC LEAR. CUT WAS DO MIS LEAK AND THOSE ON 1600- T FAR SP-9D-02-040, LW-98-D MOT ELIMINATED LNE LEARAGE.	FAILURE MODE-LEAK-EXTERNAL-GASKET WAS FOUND CUT-THRU WHORE THE 27-78432-1 SHIELD LIP BUTTS THE GASKET, FOLLOWING A LARGER LNC LEAK. CUT WAS DONE AT FACTORT ASSDIGLT, DESIGN CONFIGURATION OF THE BEALING SURFACES IS RESPONSIBLE FOR THIS LEAK AND THOSE ON 1600-19, "20, -21, -22, 1800-24 AND 71-13, OTHER CUT GASKETS WERE FOUND AND REPORTED EARLIER BY FAR 59-90-02-040, LW-98-02-044 AND SLV-90-02-049, EARLIER CORRECTIVE ACTION OF REDUCING LNE TRANSFER PRESSURE HAS NOT ELIMINATED LNE LEAKAGE.	THE 21-78432-1 BHIE DEIGHRATION OF THE 1-13. OTHER CUT GASK CORRECTIVE ACTION O	SEALING SA ETA MESE F REDUCINE	TS THE GARACES IN OURD AND AND AND AND AND AND AND AND AND AN	NBAEY, B RESP BEFOR	FOLLOWING A ONSIGHE FOR T TED EARLIER & PRESSURE HAS	
	CORRECTIVE ACTION-CONFIRMED. A DESIGN WAS INITIATED BY RAR LY-98-0E-3635.	H-CONFIRMED. A DESIGN CHANGE WAS RECOMENDED FOR THE LUR SEALING SURFACES TO PREYENT LEARAGE. ACTIO F RAR LY-98-DE-3853.	ID FOR THE LUB SEALS	MG SURFACT	S TO PRE	VENT L	EARAGE. ACTIO	
	PIEUMATIC-A/B LINE SUPPLY	LV-98-08-3250P HELIUM BOTTLE AND SHROLD ASSENBLY	FAR 27-60051	1960 650209	C18	763 0	3/ 93	984115
	FAILURE MOCE-EXTERNAL LE ECTS ON SHROUD AND SEAL: TION. PRESENT ASSEMBLY LE	FAILURE MODE-EXTERNAL LEAKAZE. BAROUDA LEAKED LIBUID NITROGEN DURING COLD TEST. CAUSE WAS CHYOGENIC TEMPERATURE EFF ECTS ON SMROUD AND BEAL: AND THE SEAL EFFECTS WENN REMOVING OR LOOSENING WOUNTING STRUT MUT. THIS ALLOND BAROUD ROTA TION. PRESENT ASSEMBLY LEAK TESTS ARE COMBIDERED INADERUATE FOR THE FUNCTION OF THE BAROUD ASSEMBLY.	ED) DURING COLD TEST OR LOOSENING MOUNTE FOR THE FUNCTION OF	CAUSE NA NG STRUT I	IS CHYOCE FUT. THIS ID ASSEND	MIC 76 ALLO	DAFERATURE EPP IN DAMOND ROTA	
	CORRECTIVE ACTION-CONFIGNED, RAR LV-86-08- HROUD ROTATION DURING INSTALLATION, G.C. SM ANT INSPECTION OF THE WELDS AND AFTER STRUT TO ASSURE THAT ALL PIXTUME, ALIGNERY AND A FVALUATION AND CORRECTION OF DEFICEDICIES.	CORECTIVE ACTION-CONTINNED. RAR LY-86-08-3230 RECOMMENDED-A MECHANICAL STOP BE DESIGNED IN THE STRUT TO PROMISIT S AND INSPECTION DURING INSTALLATION. G.C. SHOAD INCORPORATE A CRYOCENIC LEAR CHECK OF ASSEMBLIES PRION TO DVE PENETR AND INSPECTION OF THE MELDS AND AFTER STRUT ATTACHMENT. INSTALLATION PROCEDIMES AND DIFFICULTIES SHOULD BE REVIEWED TO ASSUME THAT ALL FIRTURE, ALIGHMENT AND ASSEMBLY CALL OUT ARE ABERDATE. DATA OPTAINED SHOULD BE MADE AVAILABLE FOR FYALUATION AND CORRECTION OF DEFICIENCES.	-A MECHANICAL STOP B A CRYDGENIC LEAR CH FALLATION PROCEDIREE ARE ABEGUATE: DATA	C DESIGNER ECK OF AB AND DIFF OBTAINED	IN THE MEMBLIES COLLTIES MOULD BE	STRUT PRIOR SHOULD MADE	STRUT TO PROHIBIT S PRICE TO DIE PEMETR SHOULD BE REVIEWED HADE ATRILABLE POR	
	PNEUMATIC-A/B	6LY-60-0C-3R237 6LECWC,TUBE F17T1M6	FAR 7-01030-0	7106	5	ž š		
1	FAILUME MODE-EXTERNAL LI RTED AND MAD RADIAL MCOM DOED TO STOP LEARAGE. DI	FAILUNE MOG-ERTERNAL LEAKAGE. AN UMBPECIFIED CRUBM NABMER WAS INSTALLED AT THE TUBE FLAME, MATING SLEEVE WAS DISTO RTED AND MADIAL ACOME MARKS. GROSS OMEN TORBUING OF BOTH FITTINGS CAUSED SLEGVE FAILURE. CRUBM MASMER PROBABLY A DOES TO STOP LEAKAGE. DISTORTED TUBING PLARE COULD MAVE RESULTED FROM WISALIGHMENT.	WAS INSTALLED AT THE PITTINGS CAUSED AL	IC TUBE PLA EEVE FAIL ENT.	IAC. PATI	3 3	IEVE MAS DISTO	_

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	ULTILUE HEVIERT	ULTICALITY REVIEW TRANSIC SIBILATINGS AND CONTRACTOR	1				
5787EN 348-3737EN	TEST/REPORT NUMBER FAILED COMPOSENT NAME	ELF DATA BOUNCE PART NUMBER	VENICLE DATE DIF	817E 11ME D1F	1 2 0	VEHICLE BITE PRI VENDOR PART NO	,
AUSED A RUFTUME OF DESIGNED BUT FAILE	AUSED A RUFTUTE OF LOR TAME PRESSURIZATION BELLONS. THE LOR PROGRAMMEN SUPPLY. DESICHED BUT FALLED TO SEAT, THUS DRAINING THE BASE MELIUM PRESSURE SUPPLY.	THE LCE PROGRAMMEN SUPPLY RELIEP VALVE RELIEVED THE PRESSURE AS MELIUM PRESSURE SUPPLY.	ICLIEP VALV	E RELIEV	3	Patestur As	
SYSTEM EFFECT-NONE	ů						
WENTELE EFFECT-NOME.	ij						
CORRECTIVE ACTION-UNKING	-uecidoles.						
PAEUNATIC-A/E CONTROL PRESS	FTA4048/FS-E01-00-04 CHANGE OVER VALVE	fat	44 8 6 0716	= 0	15 8		008300
FAILURE MODE-FAIL TO CO MOT GO TO THE INTERNAL	FAILURE HODE-FAIL TO CPERATE AT PRESCRIBED TINE. THE BOOSTER PLEUMATICS CONTROL PRESSURIZATION CHANGEOVER VALVE DID Hot so to the internal position upon command.	STER MEUNATICS CONTR	OL PRESSURI	247108 0	MANGEON	ER VALVE DID	
SYSTEM EFFECT-OPERATION ES MAS NOT ACCOMPLISHED.	RATION DOES NOT START. OPERATION OF THE BOORIER CONTROLS PRESOURIZATION SYSTEM ON INTERIAL PRESSUR ISHED.	BOORTER CONTROLS PRE	134E1241104	SYSTEM	2 1M7	ALAL PRESSUR	
WEMICLE EFFECT-NOME.	ý						
CORRECTIVE ACTION-UNKNOWN.	-URCHOUGH.						
PACUMATIC-A/B CONTROL PHESS	FTA4U17/P1-E03-00-3 SUSTAINER CONTROL RESULATOR	734	38 \$60 62 7	=:	ភូទ		37.
FAILURE MODE-OUT OF SPECIFICATION OND RECORDER RANGE AT -0.6 SECONDS.	FAILURE MODE-OUT OF SPECIFICATION OR TOLERANCE. SUSTAINEA CONTROL PNEUMATIC REGULATOR CUTLET PRESSURE INCREASED BEY No recorder rance at -0.6 seconds.	A CONTROL PREJUNATIC RE	EGULATOR CA	MLET PAS	Soung 1	HCREASED BEY	
STSTEM EFFECT-OPERATION T-0.6 SEC. THEN INCREASE F SHITCHOVER TO INTERNAL	SYSTEM EFFECT-OPERATION TOO MIGM. BUSTAINER CONTROL PNEUMATIC REG OUTLET PMESSURE INDICATED MORMAL OPERATION UNTIL T-0.8 SEC. THEN INCREASED BEYOND THE RANGE OF THE RECONDER. AT 7 PLUS D.3 SEC IT BEGAN TO RETURN ERRATIGALLY. TIME O F SWITCHOVER TO INTERNAL PNEUMATIC CONTROLS WAS SUBPECTED OF BEING CRITICAL.	MATIC REF CUTLET PRES R. AT 7 PLUB 0.3 MC OF BEIMS CRITICAL.	BURE INDICA IT BEGAN TO	TED NORM	AL OPE CARATIC	IATION UNTIL	
VEHICLE EFFECT-NOIE.							 .
CORRECTIVE ACTION-UNKNOWN.	- UKKNOM.						
PUEURATICHAD	EP-10E0/14-303-300 REGULATOR	CAPTIVE	900099	7	5 8		00000
FAILURE MODE-OUT OF TOLERANCE.	JY TOLCHANGE, BUSTAINGA REGULATOR DIBCHARGE PRESSURES MERE OUT OF TOLCHANGE LIMITS BY \$ TO 50 PRIS NAME DEGIN DUE TO LOW REGULATOR PRESSURE BETTINGS.	ARGE PRESSURES WERE OF BETTINGS.	ut of toles	ANCE LIN	1 1 b 0 T	8 TO 80 Pale	
BYSTEM EFFECT-NOME.							
WHICE EFFORT-NO.	• •						
CORRECTIVE ACTICN-UNKNOWN.	. UNIT INCIDIA.					:	
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	DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRBORNE	WATER STREET AIRBON	¥				
3757EH 348-5737EH	TESTAREPORT NUMBER FAILED COMPOMENT NAME	DIF DATA BOURCE PART NUMBER	VEHICLE 817E DATE DIF TIME DIF	817E TIME DIF	PRIO	VENDOR HANE VENDOR PART HO	
PHEUMATIC-A/B CONTROL PRESS	FTAESS6 FPE-101-00-10 VAL VE-CMANGEOVER	F 2 4	1 0 A 3 0 0 4 1 0	12/E14 -7500	ត្ត ខ		7711.
FAILURE MODE-LEAR. N RE CHANGE, INDICATING	FAILURE MODE-LEAR. WHEN WELIUM SUPPLY TRAILERS WERE SMITCHED, THE CONTROL BOTTLE PRESSURE GAGE REPLECTED THE PRESSU Re chamee, indicating a lear in the missile preumatic chambeover yalve.	EDY THE CONTROL BOTT	T.E. PRESSUR	E 646E A	EPLECT	CO THE PRESSU	
SYSTEM EFFECT-NOME.							
VEHICLE EFFECT-COUNTY	VEHICLE EFFECT-COUNTDOWN DELAYED. 95 MINUTES HOLD.						
CORRECTIVE ACTION-CO	MANGED CHANGEOVER VALVE.						— 1
PHEUMATIC-A/B CONTROL PRESS	FTAET68/P4-104-00-19 CHANGEOVER-VALVE	COUNTDONN	15A 580328	14	ž 8		087473
FAILUKE HODE - ERRAT	FAILUKE HODE – ERRATIC OPERATION. THE CONTROLS CHANGE OWER VALVE WAS NOT SEATING PROPERLY. INSPECTION REVELLED T MALL BLACK PARTICLES ON THE REL-F SEAT WHICH COULD HAVE CAUSED MALFUNCTION AND A DAMAGED TEFLON - MYLAR LIPSÉAL.	I VALVE WAS NOT SEAT! LUSED MALFUNCTION AND	ING PROPERI) A DAMAGET	Y. INSPE TEFLON	10 to 1	REVEALED TWO	
SYSTEM EFFECT-DEPLETION OF ESSURE SOURCE WAS REMOMED.	TION OF GAS BUPPLY. CONTROLS BOTTLE PRESSURE COULD NOT BE MAINTAINED WHEN THE EXTERNAL SROUND PRINCED.	ESSURE COULD NOT BE I	MINTAIMED	WEN THE	EXTE	HAL SROUND PR	·
VEHICLE EFFECT-COUNTY	VEHICLE EFFECT-COUNTDOWN ABORTED AND RESCHEMALED. COUNTDOWN RECYCLED 24 MINUTES AND MELD FOR 29 MINUTES AND THEN AS RTED.	M RECYCLED 24 MINUT	ES AND MEU	708 20	MINUTE	S AND THEN AS	
CORRECTIVE ACTION-TI	CORRECTIVE ACTION-TESTING PERFORMED DURING HOLD VERIFIE, CHANGE OVER VALVE HOT SEATING PROPERLY. CHANGEOVER VALVE Beggienily replaced.	CHANGE OVER YALVE HO	F BEATING (MOPERLY.	CHANG	EOVER VALVE &	
PNEUMATIC-A/B CONTROL PRESS	FTA2540/P4-101-00-13 VALYE-CHECK		13A 900131	7 0	£ 0		***************************************
FAILURE MODE-FAIL TO OPERATE D TANK BOTTLES FAILED TO BEAT.	IO OPCRATE AT PRESCRIBED TIME. THE BOLENDID CONTROLLED CHECK VALVE BETNEEN THE CONTROL BOTTLES AN ED TO REAT.	HOID CONTROLLED CHECK	1 AALYE BE	NETH THE	CONTA	IGL BOTTLES AN	
BYSTEN EFFECT-DEPLE	SYSTEN EFFECT-DEFLETION OF GAS SUPPLY. EXCESSIVE PRESSURE DECAY WAS NOTED IN THE CONTROLS BOTTLES.	DECAY MAS HOTED SH	PME CONTROL	19 BOTTUE	<u>.</u>		
VEHICLE EFFECT-NOVE							
CORRECTIVE ACTION-RE	IEPLACED VALVE AND CHECKED BYBTEM WITH BATIBUACTORY NEBULTB.	DATISPACTORY RESULTS					
PMEUMATIC-A/B	CH-771/81-102-42-09 INLET LING TO VERNIER LOK TAM RES	CAPTIVE 10	971119	ä	ž 8	y/ 3	
FAILURE MODE-LEAN ET TANK REGULATON.	RTEANAL. A WOLD WAS INSTINTED TO CORRECT A LEAK IN THE IMLET LINE TO THE WERNIER EMSING LON STAR	IT A LEAK IN THE INLI	17 LINE 10	THE WER	5	MINE CON STAN	
STSTEM EPPECT-OPERATION TOO LOW.	1104 700 LOV.						
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3741 MOC 61	DIFFICULTIES REVIEW-PWEUMA:IC BYSTEM-AIRBORNE	ATIC STREM-AIRBON	¥			
3737EM 3UB - 3737EM	TESTARFORT NUMBER FAILED CONFORTH MANE	DIF DATA SOUNCE PART NUMBER	VEHICLE BITE DATE DATE DIF	E PR1	VENDOR HANE VENDOR PART NO	
VEHICLE EFFICT-COUNTDOMN DELAYED.	SOMM DELAYED.					:
PREUMATIC-A/B CONTROL PRESS	EK-557/14,108-04-02 VERNIER START TANK PRESSURE REGULA 70R	CAPTIVE	EA 1A 9707E6	2 3		00 (243)
FAILURE MODC-OUT OF TOLERANCE, VER.	TOLERANCE. VERNIER START TAM PRESSURE REGULATORS MALFUNCTIONED, LOCKING-UP PRESSURE AT APPROX STRPED SETTING.	ESULATORS MALFUNCT	JONED, LOCKING-	5	UME AT APPROX	
SYSTEM EFFECT-OPERATION TOO HIGH.	10M TOO HIEM.					
VEHICLE EFFECT-NOIE.						
CORRECTIVE ACTION-NAMEL.	BLEED MAS CLOSED. MAT VERNIER ENGINE	UPON REOPENING THE BLEED THE OVER-PRESSURIZATION DECAYED TO PROPER VALUE; CRIPICE CALIBRATION NAS WITHIN PLOM TOLERANCE.	RESSURIZATION D M TOLETANCE.	ECAYED	TO PROPER YALUE	
PACCHATIC-A/B	E4-997/14,104-04-02	CAPTIVE	2A 3A	2		37545
FAILURE MODE-OUT OF 1	TOLERANCE. ENGINE PNEUMATIC REGULATOR QUILET PREBBURE DROPPED TO A MIN VALUE OF 600 PBIG APPROX N. BREAK BIGMAL, THEN ROSE TO TSO PSIG FOR APPROX 2 BEC: THEN STABILIZED OUT OF 747 PBIG	HLET PRESSURE DROP R APPROX 2 SEC. TH	PED TO A MIN VA EN STABILIZED O	9 9 2	OG PATG APPROX 17 PAIG	
SVATEM EFFECT-OPERATI	11 OH TOO LOM.					
WHICLE EFFECT-NOME.						
CORRECTIVE ACTION-PRE 8 MB FIRST CLEGIMATIO CATED THE! THE PREUNATION ND/OR UNESCESSARY ADMINISTRA	CORRECTIVE ACTION-PRESSURE DECAY DUE TO INCREASED HELIUM REGUIREMENT FOR a MAS FIRE, CLIGINATION FIRING OF BOTH BOOSTER AND MENIER ENGINES WITH A CATED THAT THE PREMATIC SUPPLY WAS INDEBUNTE DUE TO ENCESSIVE LINE LOSS NOTOS UMECCESSARY MOUTING AND RESTRICTIONS ELIMINATED.		PRESSURIZATION OF VERNIER START TAMES. THI LIGHT WALL HISSILE TAME, TEST RESULTS INDI SUFFLY LINE DIANGTER SHOULD BE INCREASED A	RHIER S AMR. TE BHOULD	ART TANKS. THI IT RESULTS INDI BE INCREASED A	·
PMEU-WTIC-A/B	L4-740-01-7116 DUCTING	CONFOST TE-FRO / DFL.	7116 PALCE-4 860309	7		90376
FAILURE MODE-DURING T	THE DR. A LEAR HAS NOTED IN THE LINE OFFINEAND DUCTING.	BOARD BUCTING.				
STATER CITECT-LOW INE	FERNAL ENVIRONENT.					
WHICLE EPT-101E.						
CORRECTIVE ACTION-THE LEAR NAS REPAIRED.	LEAK WAS REPAIRED.					
					PANE 0187	

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3 404 104 81	DIFFICULTIES REVIEW-PNEUMATIC STATEM-AIRBORNE	LETIC BYSTEN-AIRBORN	¥		
3131EM 310-3131EM	TEST/REPORT MUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART HUMBER	VEHICLE SITE	PRI VENDOR HANE OTH VENDOR PART NO	
					098138
CORRECTIVE ACTION-CONFIRMED. SOUNCE THERE ARE FAMILIAR WITH B TO ONE-MALF INCH DIAMETER HI R GASMETS SMALLER THAN ONE-MAR	CORRECTIVE ACTION-CONFIRMED. GO/C LETTER DATED BSGRRE STATES CAUSE COULD HAVE OCCURRED AT THE PRESSURE PIT, BUT PER SOUNCE, THERE ARE FAMILIAR WITH REQUIREMENTS. ECH SISSE OF REPER SCAL SOUNCE, THERE ARE FAMILIAR WITH REQUIREMENTS. ECH SALL SMALLER IN SIZE HERE REMOVED FROM STOCK. BLY SITES MAY USE COPPER GASKETS SMALLER IN SIZE HERE REMOVED FROM STOCK. BLY SITES MAY USE COPPER REASKETS SMALLER THAN ONE-HALF INCH ONLY WITH DESIGN APPROVAL AND IF LEARING JOINTS DO NOT SEAL MAEN RETORGUED.	S CAUSE COULD HAVE (F-82048, RZLEASED JA IN SIZE WENE REMOVED	CCURRED AT THE PRINT OF 1964 LIMITS FROM STOCK, BLV DINTE DO NOT BEAL	ESSURE PIT, BUT PER USE OF COPPER SCAL SITES NAT USE COPPE MEN RETORGUED.	
PMEUHATIC-A/B LME SUFPLY	9LV-0D-00-32ESF TUBE FITTING	FAR 69-11544-7	7106 ETR 641211	VE 8	
FAILURE MODE-CXTERMAL LE RTED AND HAD RADIAL SCORE DOED TO STOP LEARAGE. DIS	FAILURE MODE-CXTERMAL LEARARE. AN UNSPECIFIED CRUSH MASMER WAS INSTALLED AT THE TUBE FLARE, MATING SLEEVE WAS DISTO RTED AND HAD RADIAL SCORE MARSS. GROSS OVER TORQUING OF BOTH FITTINGS CAUSED SLEEVE FAILURE. CRUSH MASMER PRODABLT A DOED TO STOP LEARACE. DISTORTED TUBING FLARE COULD MANE RESULTED FROM MISKLIGNMENT.	MAS INSTALLED AT THE FITTINGS CAUSED SLI LTED FROM MISKLIGNAR	E TUBE FLARE, MATI EEVE FAILURE, CRUS ENT.	WE SLEEVE MAS DISTO H MASHER PRODABLT A	
CORRECTIVE ACTION-CONFIR SOMEL THERE ARE FAMILIAR S TO OME-HALF INCH DIANET R GASKETS SMALLER THAN ON	CORRECTIVE ACTION-CONFIRMED. 60/C LETTER DATED 650222 STATES CAUSE CONLD HAVE OCCURRED AT THE PRESSURE PIT. BUT FER SOMEL THERE ARE FAMILIAR WITH REQUIREMENTS. ECH SIZSGE UN 27-62049, RELEASED JAN. 6, 1964 LIMITS USE OF COPPER SEALS STO ONE-HALF INCH DIAMETER MINIMUM. ALL SUCH SEALS SMALLER IN SIZE WERE REHOVED FROM STOCK. SLV SITES MAY USE COPPER REASKETS SMALLER THAN ONE-HALF INCH OALT WITH DESIGN APPROVAL AND IF LEAKING JOINTS DO NOT SEAL WHEN RETORMUED.	S CAUSE CONED HAVE OF TABLES SELENSED AL SIZE WERE REHOVES AL AND IF LEAKING A	OCCURRED AT THE PR AN. 6, 1964 LIMITS D FROM STOCK, SLV DINTS DO NOT SEAL	ESSURE PIT, BUT FER USE OF COPPER SEAL SITES MAY USE COFPE WHEN RETORAUED.	
PMEUMATIC-A/B	9LV-90-08-3215F PRE53GR12ATICM DUCT	FAN 27-60004-89	7105 60/C 641018 ETR	VES NO	99975E
TAILURE MOE-LEAK-ENTERN ASSEMBLY WAS FOUND TO BE ICH VARIES IN LOCATION FO OTILE AND SHROLD SUFFORTS CULT TO INSTALL. DISTORTI	FAILURE MUDE-LEAK-EXTERNAL- THE LIVE PRESSURIZATION OUCT WELD ASSEMBLY LEAKED AT THE WELD. THE REPLACING SPARE WELD ASSEMBLY MAS FOUND TO BE 3/16 INCH TOD LONG FOR INSTALLATION, THE TUBE ATTACKES TO A MELIUM BOTTLE SHROUD SITTING WAS IN AMOUND MALYES ARE PLACED AROUND MELIUM BOTTLE AND WELDED. E. THE MELLUM SOTTLE AND SHROUD SUPPORTS ARE INSTALLED WITHOUT ANY LOCATING DEVICE. THE TUBE ASSEMBLY IS RELATIVELY SHOUT AND DIFFILL TO INSTALL. DISTORTION AT INSTALLATION CAUSES THE PLADDAL-SS WELD ASSEMBLY TO CRACK AT THE WELD.	D ASSEMBLY LEAKED A THE TUBE ATTACHES ALACED AROUND HELL DEVICE, THE TUBE A COLI-03 MELD ABSEMBL	T THE WELD. THE RE TO A HELIUM BOTTL BENEVEL AND WELD BENEVEL TO CHARLY TO CHARLY THE	FLACING SPARE MELD E SHOULD FITTING NO EED. E. THE MELLUM B MELD. MELD.	
CORRECTIVE ACTION-A PRODUCTION AID IS BEING MAD ON. DESIGN IS IN THE PROCESS OF REVISING TUBE AS TAIS. BUT WAS CUT OFF. REPLACED AND REINSTALLED.	-A PRODUCTION AID IS BEING MADE TO LOCATE HOLIUM BOTTLE SUPPORT BRACKETS IN RELATION TO STATIOM IS -E PROCESS OF REVISING TUBE ASSEMBLY TO ALLOW MORE FLEXIBILITY. THE PART WAS NOT RECEIVED FOR AMAL STY, REPLACED AND REINSTALLED.	HELIUM BOTTLE SUPPO LOW MORE FLEXIBILITY	RT BRACKETS IN REL Y. THE PART WAS MC	ATION TO STATION IE ST RECEIVED FOR AMAL	
PMEUMATIC-A/B	9LV-8D-08-3ELF TUBE ABSEMBLY-LIQUED MITROGEM DUCT ET-60004-69	FAR 27-60004-69	71-05 60/C 641016 ETR	7£4 10	
PAILURE MODE-EXTERNAL LE	FAILURE MODE-EXTERNAL LEARAGE LEARAGE AT A NELD WHEN A BPARE ABBEMBLY WIS IMSTALLED. TUBE WAS 3/16 INCM TOO LOMB. C Aube-Mariable Location of The Bendoud Fittings bluce no locating tool exists.	E ABBENDLY WAS THAT ING TOOL EXISTS.	ALLED. TUBE WAS SA	16 INCH 700 LONG. C	
COLRECTIVE ACTION-THE CHANGE	CORRECTIVE ACTION-THE CHANGE BOARD DIBAPPROVED DEBIGN CHANGES SUBSECTED BY BAR-SLY-RD-5788, DESIGN SROUP WAS DIRECT D TO MONITOR INSTALLATION OF MELD ASSENDET ON SLY-3 SCOOTERS 88-1000-17 THRU -ES MAILE USING THE NEW PRODUCTION AID	ES SUPEEDTED BY RAN 8 69-1000-17 TMRU -	-8LV-80-5789. BE3 E3 MMILE USING TH	INCH GROUP WAS BIRECT	

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1041 MAC 11	DIFFICUATIES REVIEW-PHEUMATIC SYSTEM-AIRBOANE	HATIC STRYEN-AIRBON	¥		
SYSTEN SUG-SYSTEN	TEST/REPORT NUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE BITE DATE DATE DIF	PRI VENDOR NAME OTH VENDOR PART NO	
TO LOCATE STATH HELIUM BC	BOTTLE, REFERENCE MEND 662-7-496 DATED 641228.	ED 641228.			371260
PHEUMATIC-A/B	SLY-9D-06-3E14F MELD ASSEMBLY-LIQUID MITROGEN DUCT 27-80004-89	FAR 27-80004-89	71-03 60/C 641016 ETA	7E.8 NO	:
FAILURE MODE-STRUCTURAL. 8 AT EDGE OF MELD EXTENDIS DUCT.	FAILURE HODE-STRUCTURAL. RESULTING IN EXTERNAL LEAKS MAICH 'ERE FOUND AT THE WELD DURIFG LNZ CHECK. CAUSED BY CRACK S AT EDGE OF WELD EXTENDING INTO THE TUBING. THIS REBULTED FRÔM GATIGUE CAUSED DURING INSTALLATION OR BY WALKING OM DUCT.	'ERE FOUND AT THE N NON GATTGUE CAUSED	ELD DURING INSTALLATION	IR. CAUSED BY CRACK I OR BY WALLING ON	
CORRECTIVE ACTION-FAILURE ESIGN GROUP WERE DIRECTED THE NEW PRODUCTION AID TO RE TO BE OVER THE ASSEMBLI	CORRECTIVE ACTION-FAILURE CONFIRMED, THE CHANGE BOARD DISAPPROVED DESIGN CHANGES SUGGESTED BY RAR-SLY-9D-30-5799. D ESIGN GROUP WERE DIRECTED TO MONITOR INSTALLATION OF NELD ASSEMBLY ON SLY-S BOOSTERS 69-1600-17 THRU-ES WHILE USING THE NEW PRODUCTION AID TO LOCATE THE SIXTH HELIUM BOTTLE. RETERENCE MEND 682-7-496 DATED 641229. PROTECTIVE COMEAS A RE TO BE OVER THE ASSEMBLIES BEFORE WORKING ON THEN PEA CORRECTIVE ACTION MEND DATED 641229.	PROVED DESIGN CHAIN SECOLY CH SLV-3 BOX FERENCE NENO GRE-7- IECTIVE ACTION NEND	EB SUCCESTED BY RAI MSTERS 69-1600-17 Ti 496 DATED 641228. DATED 841229.	H-SLV-8D-38-3789. D HRU-E3 WHILE USING PROTECTIVE COVERS A	
PREUMATIC-A/B LINE SUPPLY	SLY-A9-06-3216F Wild Assemly-Liquid Mitrogen Duct 27-80004-85	FAR 27-60004-85	7106 60/C 641019 FACTORY	7£8 80	992141
FAILURE MODE-STRUCTURAL. DUC RCE REGUIRED AT INSTALLATION.	FAILURE MODE-STRUCTURAL. DUCT CRACKED NEXT TO WELD, EXTENDING THRU DUCT WALL. CRACK RESULTED FROM FATIGUE DUE TO FOI ICE RESUIRED AT INSTALLATION.	NG THRU DUCT MALL.	CRACK RESULTED FRO	FATICUE DUE TO FO	
CORRECTIVE ACTION-FAILURI 9. THE DESIGN GROUP MAS D WHILE USING THE NEW PRODIA	CORECTIVE ACTION-FAILURE CONFIRMED. THE CHANGE BOARD DIBAPPROVED THE DESIGN CHANGES SUGGESTED BY RAR-SLY-90-08-379 B. THE DESIGN CACUP LAS DIRECTED TO NOWITOR INSTALLATION OF THE WELD ASSEMBLY ON SLY-S BOOSTERS 89-1600-17 THRU -E3 WHILE USING THE NEW PRODUCTION AID TO LOCATE THE SLATH HELIUM BOTTLE, REFERENCE MENO 662-7 DATED 641228.	PROVED THE DESIGN (THE WELD ASSEMBLY (AM BOTTLE, REFERENCI	HANGES SUGGESTED B DN SLV-S BOOSTERS 0 : MENO 642-7 DATED	BT RAH-BLY-90-06-379 89-1600-17 THRU -E3 841226.	
PEUNATIC-A/B LIE BUPPLY	5LV-00-08-3211F WELD ASSEMUT-LME DUCT	FAR 27-80004-85	7401 60/C 641010 FACTORY	7£3 NO	985336
FAILURE MODE-STRUCTURAL. 6. BENDING AND FLEXING AS	IL. A OME INCH CRACK WAS FOUND ADJACENT TO MELD. CRACKS RESULTED FROM FATIGUE CAUSED BY FORCIN AS REQUIRED FOR INSTALLATION, AND ALSO CAUSED BY PERBONNEL WALKING ON THE DUCT ASSENDEY.	NTO WELD. CRACKS (CAUSED BY PERBON	ESULTED FROM FATTE	UE CAVSED BY FORCIN DUCT ASSEMBLY.	
CCRRECTIVE ACTION-CHANGE B TO MONITOR INSTALLATION TO LOCATE THE SIXTH MELIU BENBLIES BEFORE WORKING OF	CORRECTIVE ACTION-CHANGE DOARD DISAPPROVED DESIGN CHANGES SUGGESTED BY RAR SLY-SD-DS-3793. DESIGN GROUP WAS DIRECTE D TO MONITOR INSTALLATION OF MELD ASSEMBLY ON SLY-3 BOOGSTERS 89-1500-17 THRU -23 WHILE USING THE NEW PRODUCTION AID TO LOCATE THE SIXTH MELIUM BOTTLE, REFERENCE MENO 882-7-458 OF DEC 28, 1984. PROTECTIVE COVERS ARE TO BE OVER THE AS	10GCESTED BY RAR BL. 1 69-160G-17 THRU -1 OF DEC 28, 1964. P. OF DEC R9, 1964.	F-9D-D8-3798, DEB16 23 WHILE URING THE TOTECTIVE COVERS AR	N GROUP WAS DIRECTE NEW PRODUCTION AID I TO BE OVER THE AS	
Prematic-a/B	SLV-AS-08-RELEF MELD ASSEMBLY-LINE BUCT	FAR E7-80004-88	7104 60/C 641009 FACTORY	7C8 60	
FAILURE MODE-BIRUCTURAL. RCING DENDING AND PLEKING	FAILUNE MODE-BINUCTURAL. A CRACK D.8 INCH LONG MAB POUND ABJACENT TO WELD. CRACK REBULTED FROM FATIGUE CAUSED BY FO Icing bending and Plexing as Revined For Installation, and also caused by Perdonnel Walking on The Duct assenbly.	JACENT TO WELD. CR.	ICH RESULTED FROM P	ATIGUE CAUSED BY FO HE DUCT ASSEMBLY.	

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DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRECOM

•		DIFFICUATIES REVIEW-PREUMATIC STRICH-AIRBORNE	KATIC STRTEM-AIRBORN	₩				
	87876 300-87816	TESTARFORT MUMBER FAILED COMPONENT NAME	DIF DATA BOURCE PART NUMBER	VENICLE BITE DATE DATE DIP	617E 11ME 01F	PRI	VENDOR NAME VENDOR PART NO	

	CORRECTIVE ACTION-CHANGE ED TO MONITOR INSTALLATION (TO LOCATE THE BIXTH HELIUM BEHALLES BEFORE MOREING ON	CORRECTIVE ACTION-CHANKE BOARD DISAPPROVED DESIGN CHANCES SUGGESTED BY RAR BLY-8D-08-3788, DESIGN GROUP MAS DIRECTE D TO MONITOR INSTALLATION OF MELD ASSENDET ON SLY-3 BOOSTERS 68-1600-17 IMRU -25 WHILE USING THE NEW PRODUCTION AID TO LOCATE THE SIXTH MELIUM BOTTLE, REFERENCE MEND 662-7-456 OF DEC 28, 1984, PROTECTIVE COVERS ARE TO BE OVER THE AS-	້ ລ.	-BD-08-3788 WHILE USI	. DESIGN NG THE I	# # # # # # # # # # # # # # # # # # #	ALV-80-08-3788, DESIGN EROUP WAS DIRECTE23 WHILE USING THE NEW PRODUCTION ALD PROTECTIVE COVERS ARE TO BE OVER THE AS	
-	PACUMATIC-A/B	ALY-PD-08-3204F LIGUID MITROGEN BUCT	FAR 27-80064-85	7113 4	E 5	ž č		***
	PAILUNE MODE-EXTENNAL LEAKAGE, LEAKAGE DUE LACK OF WELD METAL DUCTILITY AND LOM CYCLE.	PAILUME MODE-EXTERNAL LEARAGE. LEARAGE DUE TO A 1/2 INCH CRACK IN THE WELD. CAUSES WERE THE DESIGH, WALL THICKNESS. LACK OF MELD METAL DUCTILITY AND LOW CYCLE PATTRUE, HIHIMUM BENDING REGUIRED POR ALIGNMENT COULD INITIATE THE CRACK	TO A 1/E INCH CRACK IN THE WELD. CAUSES WERE THE DESIGN. WALL THICKNESS. Patieue. Winimum bending required for alignment coald initiate the chack	M ALIGNMER 1	ME DEST	¥.	L THICKNESS. I'E THE CRACK	
	CORRECTIVE ACTION-PER RAR- DEC. 4, 1964 AND DISAPPROVI ES MILE THE MEN PRODUCTION O BE USED.	PER RAR-90-08-3799 THE DESIGN GROUP REVIEWED THE PART. CHANGES WERE SUBMITTED TO CHANGE BOARD ON LAPPROVED. DESIGN NAS DIRECTED TO NOWITOR THE ASSEMBLY AND IMSTALLATION ON BOOSTERS 1600-17 THRU- NOUCTION AID FOR LICATING THE SIXTH BOTTLE IS BEING UNED. PROTECTIVE COMERS FOR THE BOTTLES ARE T	NED THE PART, CHANGE THE ASSENDET AND IN E IS BEING UNED, PRO	S WERE SUB- STALLATION STECTIVE CC	MITTED 1 ON BOOK WERB FO	TO CHAN STERS 1 THE 0	INCE BOARD ON 1600-17 THRU- BOTLES ARE T	
	PICUMATIC-A/B LINE BUPPLY	60/ABRF84-029L4-702-00-7101 BOODTER HELLIM BOTTLES	Phé	7101	1	5 8		:
	FAILURE MODE-OUT OF TOLERANCE. DETERMINED TO BE RESTRICTED FLO	F TOLERANCE, BOTTLES NOT CHILLED TO RESUIRED TEMPERATURE DUE TO INSUFFICIENT LIVE IN SMOUE, CAUSE IESTRICTED FLOW THROUGH LIVE FINE LOAD VALVE.	NED TEMERATURE DUE E.	TO INDUFF	CION	ž.	MAGUE. CAUSE	
	SYSTEM EFFECT-MEGN TEMPERATURE	TEMPERATURE ENVINCHMENT, MELLUM BOTTLED MERE NOT CHILLED TO REGUIRED TEMPERATURE RESULTING IN IN . ING. CONDED.	MERE NOT CHILLED TO	REGUTACO	COPERAT	MC NC.	ULTIPS IN IN	
	WEHICLE EFFECT-NOME. LINE FIME LOND VAL UNTIL DESIRED TEMPERATURE IN ACHIEVED.	WENTELE EFFECT-NOME. LINE FINE LOND VALVE OPERATION CAN DE MANNALLY OVERRIBDEN BY THE RAPID LOND VALVE (IF REQUIRED) Until desired temperature is achieved.	AMMLLY OVERRIDDEN B	IT THE BAP!	0 100	MIN	IF REQUIRED!	
	CORRECTIVE ACTION-READJUST	MEADJUST LINE FINE LOAD VALVE.						
1	PIEUMATIC-A/B	LV-50-00-279F TUBE-LIBUID NITROGEN LINE	FAR 27-80064-67	33ED 4	¥ 5	7 CS	\$/ 0 0	••••
	FAILUME MODE-CONTANTHATED.	HINATED. ND-40 FOUND INDIDE OF LINE. NO 40 CAME FROM MELIUM BOTTLE BHROUD, FLUDM NAE NOT COMPLETE	D CAME FROM MELTUM B	OTTLE BHING	7. P.LV	j	NO) COMPLETE	
B	CORRECTIVE ACTION-PER 60/A MEND DATED D TO PLANKING FOR ET-60031. ACTION MAS	CORRECTIVE ACTION-PER 60/A MEND DATED 640427. A REGURENCHT FOR DRIP DAY 16 HOURS AFTER PLUBHING WITH MD40 MAS ADDE To planning for 27-60031. ACTION WAS IN REPLY TO RAR LY-DD-06-3703.	FOR DRIP DAY 16 HOU- 06-8708.	RB AFTER F	LUBMING	M 114	D40 MM ADOR	

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	DIFFICULTIES REVIEW-	DIFFICULTIES REVIEW-PREUNATIC STRESSASSOCIAE	Ä			
SYATEM SUD-SYSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA SOURCE PART NUMBER	VEHICLE BITE DATE DATE DATE DIF		PRI VENDOR NAME OTH VENDOR PART NO	·
PHEUMATIC-A/B	Ew-1860/63-402-00-163	F.1947	1630 63	28		
FAILURE MODE-FAIL DURING	DURING PPERATION. LNE RAPID LOAD WAS NOT SATISFACTORILY ACCOMPLISMED DURING THE PRE-LAUNCH OPERAT	OF SATISFACTORILY ACC	CHPL I SMED DUR	146 146 PR	-LAUNCH OPERAT	
SYSTEM EFFECT-DEPLETION THE BOOSTER MELIUM BOTTLE	LETION OF 643 SUPPLY. DUE TO IMPROPER COCLING, AM INSUPTICIENT QUANTITY OF MELIUM WAS LOADED IMTO BOTTLES PROVIDING FOR TARK PRESSURIZATION.	OOLING, AM INSUPFICIE ION.	NT GUANTITY O	7 HELIUM 14	IS LOADED INTO	
VEHICLE EFFECT-LOSS OF V T 46 SECONDS. THIS MAS TO ECONDS.	IS OF VEHICLE INTERRITY. DUE TO HELIUM DEPLETION, THE TANK PRESSURIZATION STSIEM BECAME ABNORMAL. WAS FOLLOWED BY INTERMEDIATE BULKMEAD REVERBAL AND HISSILE BELF-DESTRUCTION AT APPROXIMATELY 75	TO MELIUM DEPLETION, THE TANK PRESSURIZATION STATEM BECAME ABMORMAL. BULKMEAD REVERBAL AND MISSILE BELF-DESTRUCTION AT APPROXIMATELY 75	RESSURIZATION BELF-DESTRUCT	8781EH BEG ION AT APP	ANE ABNORMAL A IOKIMATELY 79 &	
CORRECTIVE ACTION-UNKNOWN.	ŧ					
P. CUMATIC-A/B LNE SUPPLY	34-90-02-040F LIG WENT DUCT GABARET	FAR 21-78404-7	2010 WTR		YES KIRKHILL RUBBE NO A	
FAILURE HODE-LEAR-EXTERNAL-LHE LEAKED DEQUNTE DESIGN. THE RUBBER GASKETS ARE MEN ATTEMPTS HERE MADE TO STOP LEAKAGE	FAILURE HODE-LEAK-EXTERNAL-LHE LEAKED AT OVERBOARD HORN ASSEMBLY AND AT ALL UPSTREAM GASKETS. LEAKAGE IS DUE TO INA EQUATE DESIGN. THE RUBBER GASKETS ARE CUT THRU BY THE SHARP EDGE OF THE MATING FLAMCE DURING INITIAL ASSEMBLY, OR M EN ATTEMPTS HERE MADE TO STOP LEAKAGE BY TIGHTENING THE COMBECTION.	AT OVERBOARD HORN ASSEMBLY AND AT ALL UPSTREAM GASKETS. LEXEAGE IS DUE TO IN CUT THRU BY THE SHARP EDGE OF THE MATING PLANCE DURING INITIAL ASSEMBLY, OR BY TIGHTENING THE COMECTION.	PSTREAM GASKE FLANCE DURIO	IS. LERRAGI ME INITIAL	. IS DUE TO THA ABSCHBLT, OR M	
CORRECTIVE ACTION-(1.) R D IMAGE DUCT TO REDUCE LN IMUS 3 PSIG AND STOPPED L EING REVISED ACCORDINGLY MERE IN PRICESS.	CORRECTIVE ACTION—(1.) RAR 3P-90-02-3506 RECOMMENDED THAT COMMECTIONS RE ALTERED TO PREVENT GASKET DAMME, OR EXTEND INMER NO. SEDUCE LINE CONTACT WITH HORN GASKETS. (E.) LINE TRAINSFER PRESAURE HAS REDUCED FROM 75 TO 30 PLUS OR HIMMS 3 PSIG AND STOPPED LIVE FLOW OVER BOARD BECAUSE OF BOIL-OFF. PARAMETER DOCUMENTS E7-86003-1 AND 69-60703-1 ARE BEING REVISED ACCORDINGLY PER AN AVO OF 4/17/64. INSTRUCTIONS MEAR SENT TO MIR ON 4/16/64 WHILE THE DRAWING REVISEOUS MEAR IN PROCESS.	T COMECTIONS RE ALTE LINE TRANSFER PRESAU IL-OFF. PARAMETER DOC DNS MERE SENT TO MTR	RED TO PREVENTE IN SECURITY ET-860	FROM 75 1 PROM 75 1 55-1 AND 40 LE THE DIL	MAGE, OR EXTEN- 0-30 PLUS OR H 1-60703-1 ARE B MING REVISIONS	
PHELIATIC-A/B	8P-95-02-041C MORIN ASSEMBLY, LIRE YENT DUCT	FA3 E7-76401-1	2010 630889	ž Š		:
FAILURE MODE-LEAK-EXTERNAL- DUE TO INADGOUATE DESIGN. PR RT NAS MOT FAILURE ANALTZED.	FAILUNE MODE-LEAK-EKTERNAL-LME LEAKED AT OVERBOARD DUCT AND MORN ASSENBLY, AND AT ALL UPSTREAM BASKETS. LEAKAGE IS Due to ikadeguate design. Prv-0180-&P atrtes that esd imbpection reports have been written in the past tho years. Pa Rt was mot failune amalyzed.	IND MORN ASSENDLY, AN PECTION REPORTS MAVE (AT ALL UPST	ICAH GABKEI IN THE FABI	8. LEAKACE 18. TAO YEARS. PA	
CORRECTIVE ACTION-NOME-P	-NONE-PART HAS NOT BENT TO ANALYBIB.					
PACUKATIC-A/B	BP-80-02-541C 64 DKET-LINE VENT DUCT	FAR 87-76408-7	2010 WTE 630629		RIGHTLE RUBBE	
PAILURE MODE-LEAR-EXTERN IMADEBUATE DEBIGM. PRV-DIS	CXTERNAL-LHE LEAKÎD AT OVERBOARD DUCT, HORM ABBENBLY AND ALL UPBIRERM GABAETB. LEAKAGE 18 DUE TO PRV-C180-SP BIBTEB THAT BBO 1MAPECTION REPORTB MANE BEEM WAITTEN IN THE PAST TWO VEARB. THIS PAR	HORN ASSENDEY AND ALL LPSTREAM GASAETS. LEARAGE IS DUE TO REPORTS MAYE BEEN WAITTEN IN THE PAST TWO YEARS. THIS PART	. UPSTRESH GAL	METS. LEAK 1887 TWO YE	AGE 18 BUE TO ARB. THIS PART	

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		DIFFICULTIES REVIEW-PMEUMATIC SYSTEM-AIRBORNE	MATIC STRTEM-AIRBORN	¥				
	SYSTEM SUB-SYSTEM	TEST/REPORT MUMBER FAILED COMPONENT HAME	DIF DATA BOURCE PART HUNDER	VEHICLE DATE DIF	811E 71ME DIF	2 E E	VEHICLE SITE PRI VENDOR MANE.	
	WE NOT FAILURE AMALYZED.	-						• > > 3 & 1 & 1
	CORRECTIVE ACTION-NOIG-P	CORRECTIVE ACTION-WOME-PART WAS NOT RECEIVED FOR ANALYBIS. FAILURE ANALYBIS CAMCELLED.	FAILURE ANALYBES CAI	תנוום.				
	PREUMATIC-A/B LNE BUPPLY	SP-90-02-041C DUCT-LNE WENT	FAR 27-78384-1	£010 6300£8	A S	ž g	YES KIRKMILL RUBBE NO R	03250
	FAILURE MODE-LEAK-EXTERN UE TO INADEGLATE DESIGN. T MAS NOT FAILURE ANALYZE	FAILURE MODE-LEAK-EXTERNAL-LINE LEAKED AT OVERBOARD DUCT AND HORM ASSEMBLY AND AT ALL UPSTREAM GABKETS. LEAKAGE IS D E to inadeguate design. Prv-dibd-3p btates that 230 inspection reports mane been writtem in the past tho years. Par Was not failure analyzed.	HORN ASSEMBLY AND A	NT ALL UPS EN WRITTEN	TREAM GAI	MET8 "A8T	. LEAKAGE 18 0 TWO YEARB. FAR	
	CORRECTIVE ACTION-NOME-P	-PART LES NOT FAILURE AMALYBES.						
	PIEUMATIC-A/B LIE BUPPLY	3P-90-02-040F LIG YENT DUCT GASKET	FAR 27-78403-9	629089 Q102	8 5	5 Q	KIRKHILL RUBBE	762411
	FAILLRE MODE-LEAK-EXTERN DEGINTE DESIGN. THE RUBBE MEN ATTEMPTS MERE MADE TO	FAILURE MODE-LEAK-EXTERMIL-LNZ LEAKED AT OWERBOARD MORN ASSEMBLY AND AT ALL UPSTREAM SASKETS. LEARACE IS DUE TO INA DEQUATE DESIGN. THE RUBBER GASKETS ARE CUT THRU BY THE BHARP EDGE OF THE MATING FLANGE DURING INITIAL ASSEMBLY, OR M MEN ATTEMPTS NERE MADE TO STOP LEAKAGE BY TIGNTENING THE COMMECTION.	EPBLY AND AT ALL UP: EDGE OF THE MATING NECTION.	STREAM SAS FLANKE DU	KETS. LE	KAGE	IS DUE TO INA ASSEMBLY, OR W	
	CORRECTIVE ACTION-(1.) R D EMER DUCT TO REDUCE LN IMUS 3 PSIG AND STOPPED L EING REVISED ACCORDINGLY NERE IN PROCESS.	RAR SP-90-02-3606 RECOMENDED THAI COMECTIONS BE ALTEREU TO PREVENT GASKET DAMAKE, OR EXTEN LNE CONTACT WITH HORN GASKETS. (E.) LNE TRANSFER PRESSURE MAS HEDUCED FROM 73 TO 30 PLUS OR H) LNE FLOW OVER BOARD BECAUSE OF BOIL-OFF. PARAMETER DOCUMENTS 27-86005-1 AND 89-00703-1 ARE B , Y PER AN AVO OF 4/17/64. INSTRUCTIONS WERE SENT TO WIR ON 4/16/64 WHILE THE DRAWING REVISIONS	OMECTIONS BE ALTERING TRESSUM OF TRANSFER PRESSUM OFF. PARAMETER DOCU	ED TO PREV E MAS HEDU MENTS 27-0 N 4714/64	ENT GABKI CED FROM 6005-1 AI MHILE THE	71 04 72 49 7 72 49 7	MAGE, OR EXTEN O 30 PLUS OR H -00703-1 ARE B WING REVISIONS	
	PNGUNATIC-A/B LNG BUPPLY	8F-8D-02-040F LINE VENT DUCT, 64.8KET	FAR 27-76403-7	2010 630629	E	7. 8 0	7ES KIRKHILL RUBBE NO R	
	FAILURE MODE-LEAR-EXTERNAL-INE LEARED DEGUATE DESIGN. THE RUBBER GASKETS ARE MEN ATTEMPTS MERE MADE TO STOP LEARNOE	RMAL-ING LEAKED AT OVERBOARD HORN ASSEMBLY AND AT ALL UPSTREAH GASKETS. LEARAGE IS DUE TO INA Ber gaskets are cut thru by the smarp edge of the mating plange during initial assembly, on m to stop learage by tighteming the compection.	DOLY AND AT ALL UP: EDGE OF THE MATING MECTION.	BTREAM CAB FLANGE DU	ACTS. LS.	11 AL	IS DUE TO INA ASSEMBLY, ON W	
8	CORRECTIVE ACTION-(1.) R D INMER DUCT TO REDUCE LN INNA D PRIC AND STOPPED L EINE REVISED ACCORDINGLY MERE IN PROCESS.	CONECTIVE ACTION-(1.) AAR 6P-90-02-3606 RECOMMENDED THAT COMMECTIONS DE ALTERED TO PREVENT GASKET DANAGE, OR EXTEN DINMER DUCT TO REDUCE LNE CENTACT MITH HORN GARETS. (E.) LNE TRANSFER PRESSURE NAS BEDUCED FROM 75 TO 30 PLUS ON HIMBS PRICE AND STOPPED LUE FLOW OVER BOARD DECAUNE OF BOIL-OFF. PARAMETER DOCUMENTS E7-86005-1 AND 68-00703-1 ARE DELISE REVISED ACCORDINGLY PER AN AVO OF 4/17/64. INSTAUCTIONS WERE SENT TO WIR ON 4/15/64 WHILE THE DRAVING REVISIONS WERE IN PROCESS.	OMECTIONS BE ALTERING TRANSFER PRESSUR OFF. PARAMETER DOCUMER SENT TO WIR OF	ED TO PREV E 148 REDU MENTS E7-8 H 4/18/84	ENT CASA CED FROM 8003-1 A WHILE TH	2 2 2	MAGE, OR EXTEN O 30 PLUS OR H -00703-1 ARE B VING REVISIONS	

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TAILUNG HONG-LEAK EATENAL. THE UNE COMPAGNITY WANTE THE NATIONAL CANAGES OF THE STATES COMPAGNITY WANTE THE STATES COMPAGNITY WANTE HONG-SEAT THE STATES COMPAGNITY OF THE		DIFFICULTIES REVIEW-PREUMATIC SYSTEM-AIRSCRINE	MATIC SYSTEM-AIRBOR	¥				ſ
E-LEAK ENTE N LEANING S CT-NONE. ECT-NONE. ACTION-NONE E-STRUCTURA KIPS OR LAC KIPS OR LAC FOR THE SOURCE. SOURCE. E-LEAM-EXTE	STSTEM	TEST/REPORT NUMBER FAILED COMPONENT NAME	DIF DATA BOUNCE PART NUMBER			PRI VE	VENDOR HANE VENDOR PART NO	
E-LEAN ENTE N LEANING S CT-NOME. ECT-NOME. ACTION-NOME ACTION-FAIL E 100 PERCE 1 AND PROPE 1 AND PROP	PHEUMATIC-A/B LNE BUPPLY	AQJ63-0017/02-401-00-30 LME R18EGFF D19COMECT	76.1647	S		7E8 NO		•••
ECT-NONE. ECT-NONE. ACTION-NONE E-STRUCTURA KIPS OR LAC E 100 PERCE AND PROPE F-EATSRIAL SOUNCE.		COMECTION TO THE	AND DRAIN LINE TO T	HE BOOSTER UCER FOR TO	HELIUM BY	OTTLE SIENT	IS SUSPECTED M33P.	
ECT-NOSE. ACTION-NOSE ACTION-FAIL E 100 PERCE AND PROFE C-EXTERNAL SOUNCE.	STSTEM EFFECT-MOME.							
E-STRUCTURA KIPS OR LAC KIPS OR LAC TO PERCE AND PROPE C-EKTSRIAL SOURCE.	VEHICLE EFFECT-NONE.							
E-STRUCTURA KIPS OR LAC ACTICH-FAIL E 100 PERCE AND PROFE AND PROFE AND PROFE FLEAM-EXIE	CORRECTIVE ACTION-NOME.							
E-STRUCTURA KIPS OR LAC ACTICH-FAIL E 100 PERCE AMD PROFE AMD PROFE F-LEAM-EXTE	MEUNATIC-A/B LIE SUPPLY	NZ-AS-DG-3DGGF SHROLD FSST, HELLUM BOTTLE	FAR E7-82031-505	•	i	47.8 8		• 173
ACTION-FAIL E 100 PERCE - AND PROFE E-EXTERNAL SOUNCE.	FAILUNE MODE-STRUCTURAL. THERE LERE SKIPS OR LACK	. The et-boest-1 part leaked at the of overlap in the beameld around t	VENT FORT COMECTIC WE PORT.	M AT 5 PBE	r, causes	2	OR VELDING.	
E-EXIERMAL BOUNCE.	CORRECTIVE ACTION-FAILUM BUE TO ASSURE 100 PERCENT THIS PROBLEM, AND PROPER	RE CONFIRMED, PAR NZ-AS-DG-3626 DATE T WELD CONTINUITY, AS OF DATE \$30410 TECHNIQUES NERE ENPARSIZED,	D 63 <i>022</i> 1 AEGUESTED , PEASCHEEL IN ABSE	BETTER SUR	MELLANCE ISPECTION	6 K	LDING TECHNIS NOTIFIED OF	
M BOUNCE. AAA AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA	ME BAPPLY	A-9N-D8-3086F BELLOMB, MELIUM BOTTLE BYMOUD COMM ECT	FAR E7-08105-7	£		YES PAR NO 186 8-0	PARTS EMINEER INC 6-02-0078	•
A/8 HODE-LEAR-EXT		EAR DELLOMB LEAKED LIBUID MITROGEN A	T ROOT OF CONVOLUTI	ON. CAUSED	1005 A	3	RROSTON FROM	
	MCUMATIC-A/B LME BUPPLY	A-SM-08-3087F DELLOMB: MELIUM BOTTLE BHROUD COMM	FAR 27-00105-7	£		5 7 2 7 4 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	PARTS DICINEER 196 6-02-00078	***************************************
		MIL. BELLOMB LEAKED LIBUID MITROSEM.	AMALYBIS DID NOT A	CVEAL ANT (EAKA OC.			

PAK 0844

CORRECTIVE ACTION-FAILURE NOT COMPIRMED. NO CORRECTIVE ACTION TAKEN BINCE NO FAILURE OCCURRED. BEE FAR A-BH-08-3086. AMALTBIE OF A COMPANION BELLONG.

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P. C. M. A.

9901 NO7 11	DIFFICULTIES REVIEW-PHEUMATIC SYSTEM-AIRBORNE	EUMATIC SYSTEM-AIRBOM	*		ļ		•
8731EN 8UG-3781EN	TESTARFORT MUMBER FAILED COMPONENT MANE	DIF DATA BOURCE PART NUMBER	VEHICLE DATE DIF	817E 710E DIF	F 6	VEHICLE BITE PAI VENDOR PART NO	
PHEUMATIC-A/B LINE BUPPLY	AA42-0371/P2-402-00-145 LM2 PHROUG	COUNTDOWN	1450 981722	-0100	ž š		:
FAILURE MODE-LEAR-LYTI	TERNAL. SLIGHT LIRE LEAK WAS OBSERVED IN THE THRUST BECTION.	IN THE THRUST BECTION	÷				
SYSTEM EFFECT-NOME.							
VEHICLE EFFECT-NOME.	, NO MOLD INITIATED.						
CORRECTIVE ACTION-NOME.							
PIEUWITC-A/B LIE SUPPLY	HG-88-08-3003F	FAR LY 27-80031-31	000029	25	ă 8		:
TAILURE HODE-EXTERNAL DROPENTHANTE. CAUSE NO OT AVAILABLE FOR AMALY	TAILURE MODE-EXTERNAL LEAKAGE. LIBUID NITROGEN LEAKAGE THRU BHROLD WHERE A CHACK HAD BEEN WELDED. LEAK RATE WAS 60 Deopsyniwie. Cause not known-coald have been one of the fittings on the gamet to the bhrold. These pittings were n ot available for amalysis.	MRU BMRCAD WAERE A CR FITTIMES CR THE GABAE	ACK HAD BE T TO THE B	EN VELDED HROUD. TH	3	K RATE WAS 60 ITTIMES NEAE N	
CORMECTIVE ACTION -	CORRECTIVE ACTION - FAILURE NOT CONFIRMED. THE MELIUM BOTTLE AND BHYGLD ASSEDBLY WAS PUT UNDER BURYELLIANCE BY RELI ABILITY CONTROL EMSINEERING, NO PURTHER ACTION.	TTLE AND BANCUD ASSED	BLY MAS PU	1 upps	HA VE	LLANCE BY RELE	
PICURATIC-A/B LIRE BUPPLY	AA62-0097/P2-401-00-135 LIE DUCT	COUNTDOM	1330	9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ž õ	YES 60/G	
FAILURE MODE-LEAK EXT	XTERNAL.						
STATEM EFFECT-POSSIBL	BLE DEPLETION OF LIANTO BUPPLY.						
WENTCLE EFFECT-NOIE.	. NO HOLD CALLED AS A RESULT OF THIS LEAKAGE.	LEAKAGE.					
CORRECTIVE ACTION-N	CORRECTIVE ACTION-NOME. LEAKAGE WAR DETERMINED TO BE ACCEPTABLE FOR FLIGHT. (MISSILE 1850 MISTORY, REPORT AAGE-0056	EPTABLE FOR FLIGHT.	MISSICE 11	30 MISTO	ž	IPCRT AAGE-0054	1
PEUMITC-A/B	AA62-0130/P2-4HO-01-55 LIE FILL AND DRAIN NAHIFOLD	COMPOS I TI-FIB/10/TI	190 000401	2	5 8		
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PASE SEES

FAILURE MODE-LEAR-EXTERNAL, BURING PLIGHT READINESS DEMONSTRATION, LIG WAS SEEN DRIPPING FROM THE THRUST SECTION, D ISCOMERED THAT THE MELDS ON THE LIG FILL AND DRAIN NANIFOLD NERE LEARING. THIS MANIFOLD WAS A REPLACEMENT PART FOR O ME THAT HAD LEARED LIG BURING AN EARLIER TEST.

VEHICLE EFFECT-NONE. BYBTEN EFFECT-NOME.

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To cost.

8727EN 808-878TEN	TEST/REPORT MANGE DIF DATA SOURCE V	DIF DATA BOURCE PART MUNBER	EHICLE ATE DIF	NE OIF OTH	SITE PRI VENDOR MANE	
CORRECTIVE ACTION-21NC	CHROMITE PASTE WAS COATED OVER THE W	WELDS TO STOP THE LEAKS.	AKB.			24.66
PIEUMATIC-A/B LIE BUPLT	9A-0A-113 COUPLING ASST-HELIUM PRESSURE, O-R 7-DEE26-6DI ING	FAR 7-06226-401	\$0000 CD	COVERNOS YES	D ROBERTOMAN FUL. TOR	8141
FAILURE MODE-LEARAGE AT ING AND BACKUP RIMGS ON	FAILURE HODE-LEARAGE AT 75 TO 100 CC/MIN. AT 1000 PRI CAUSED BY A BURR AND MICKS ON THE A/A PROBE, ALSO PACKING O-R ING AND BACKUP RIMSS ON GROUND VALVE NAS DAMOED DURING ASBY AND HAD CONTANIMATION OF INTERNAL AND EXTERNAL SUMFACES.	D ST A BURR AND MIC AND HAD CONTANINAT	KS ON THE A/I	PROBE,	A BURR AND MICKS ON THE A/F PROBE, ALSO PACKING O-R HAD CONTANIMITION OF INTERMAL AND EXTERMAL SUMFACES	
CORRECTIVE ACTION-NO DE RIMES AND BACKUP RIMES.	CORRECTIVE ACTION-NO DESIGN CHANGES, QUALITY CONTROL MONITOR ABSENDLY PROCEDURE TO ASSURE PROPER INSTALLATION OF	R ABBDOLY PROCEDUR	E TO ASSURE	MOPER IN	17ALLATION OF 0-	
PEUMTIC-A/B UR BUPLT	SA-OB-153 COUPLING ASSY - HELIUM PRESSURE, O 7-04223-0 -RING	FAR 7-04223-4	00000	CD44RDS 7ES	ACBERTHUM FUL. TON	***
FAILURE MODE - LEAKAGE -RING AND BACKUP RINGS O	FAILURE HODE - LEAKAGE AT 75 TO 100 CC/WIN. AT 1003 PRI CAUNED BY A BURR AND NICKS ON THE A/B PROSE, ALSO PACKING O -TIME AND BACKUP RIMES ON GROUND MLV. NAS DANNGED DURING ASSY., AND CONTANINATION OF INTERNAL AND EXTERNAL SUMFACES.	INEE BY A BURR AND H IV AND CONTAMINATI	JCKS ON THE . ON OF INTERN	AT PROBE	. ALBO PACKING O TERNAL BUNFACES.	
CORECTIVE ACTION-ND DESI	-CRRECTIVE ACTION-NO DESIGN CHAMEES, GUALITY CONTROL TO NONLICR ASSUMBLY PROCEDURE TO ASSURE PROPER INSTALLATION OF O-RINGS AND BACKUP RINGS.	IITCA ASSEBLY PROCE	DURE TO ABSU		INSTALLATION OF	
PHEUMATIC-AM LINE SUPPLY	10-08-125 LIE RINGOT BINCONGECT, BEAL	FAR 87-60278-3	£70 WTR 690900		7C8 60.7C	i
FAILURE MODE-STRUCTURAL E IN THE ASSOCIED FORIT	FAILUME MOCE-STRUCTURAL. MEJECTED DUE TO SEVERE SCRIMS DUE TO SEAL RETAININS WASHER NOT MAVINS SUFFICIENT CLEARANG. . In the assembled positics—Wint slots not properly burned and Kel-f seal was mand.	. TO BEAL RETAINING IND RECTAINING IND RECTAINING	MASHER HOT HA	VI # 10.	FICIENT CLEARANG	
CORRECTIVE ACTION-ACTION	ACTION 1888 INITIATED TO CORRECT CLEARANCE, BURRING AND SEAL DISCREPANCIES. BLUEPRINT DISCREPANCIE	. BURRING AND SEAL	DISCREPANCIE). DLUEPR	INT DISCREPANCIE	
PIEUWITC-A/B	PO-CG-129 LAG RIBGOTF BIBCOMECT, BEAL	FAR E7-60E76-3	270 WTR		768 60/c 10	
FAILUME MODE-GTAUCTURAL E IN THE ABBONALED POBIT	FAILUNG MODE-GTRUCTURAL, REJECTED DUE TO BENTRE BECOTING DUE TO BEAL RETAINING MANNER HOT MAVING BUTTICIENT CLEARANC E in the abbublico pobliton-vent blots mot propert dureed and del-? Beal und Hard.	TO SEAL RETAINING NO DEL-P SEAL MAS H	MARINGE HOT M. ARD.	THE BELLA	PICIENT CLEARANC	
CORRECTIVE ACTION-ACTIO	CORRECTIVE ACTION-ACTION WAS INTIATED TO CORRECT CLEARANCE, BURRING AND BEAL DISCREPANCIES. BLUEDRINT BISCREPANCIE	. BURRING AND BEAL	DI OCAÇPANCI C		INT DISCREPANCIE	
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GENERAL DYNAMICS CONVAIR DIVIBION

15 JUN 1966

		DIFFICULTIES REVIEW-PREUMATIC STRIEM-ATROCKNE	UMATIC SYSTEM-A: ROCK	¥				
L	373TEN 818-375TEN	TESTARPORT MANGER FAILED COMPONENT MANG	DIF DATA SOURCE PART NUMBER	VEHICLE DATE DIF	SITE PRI TINE DIF OTH		VENDOR HANG VENDOR PART NO	
L	. CORRECTED.		:					;
1	PECHATIC-A/B LIE SUPPLY	FTA4266/F8-E02-00-00	COUNTDOWN	90000	13			•
	FAILURE MODE-FAILED DU	DURING SPERATION. LOST BOOSTER TANKS INC SHROLD HIGH FILL PROSE DURING HELIUM CHILLDOMM.	NE SHROLD HIGH FILL	PROBE DURY	ING HELLIU	T) (W) K		
	BISTEM EFFECT-BEPLETION SUMTE TO SUPPORT LAUGH.	TICH OF LIBUID SUPPLY. LOBS OF PROBE REBULTED IN LOBS OF CONFIDENCE THAT LINE BUPPLY WOULD BE ADENCY.	ISULTED IN LOSS OF CO	MIDENCE	INAT LINE	1400	DAL DE ADE	
	WHICLE EFFECT-COUNTDO	WENTELE EFFECT-COUNTDOWN DELATED. 15 HINVTE HOLD.						
	CORRECTIVE ACTION-REP.	CORRECTIVE ACTION-ROLLACE PARTIALLY FILL LINE TRAILER WITH FULL TRAILER TO SHAURE ADEQUATE LINE SUPPLY.	PULL TRAILER TO FINE	ME ADEQUA	75 US 90			
	PECHATIC-A/S LIE SUPPLY	FTA4002/P1-E01-00-3 LINE SHROAD	74	36 50014	11-4600	ž č		•••
	FAILUNE MODE-LEAK-EKTE	FAILUNE MODE-LEAR-EXTERNAL. THE BOGSTER LHE BHACUD HAD RUFTURED.	14B.					
	SYSTEM EFFECT-MOME.							
	VEHICLE EFFECT-COUNTDOWN ABORTED.	CHAN ABORTED.						
	CORRECTIVE ACTION-UNKNOWN	ioa.						
	PAEUNATIC-A/B BOOSTER SECTION	ACLES-OREPES -401-00-46 RISE-OFF DISCOMECT MEAT BHIELD	F16-	460	-	NO 60/C	ڕ	•
 -	FAILURE MODE-FAIL DURI SCOMECT MEAT SMIELD AT	FAILURE MODE-FAIL DURING OFFRATION. THE RISE-OFF DISCORDECT RUPTURED AT 83.5 SECONDS DUE TO LOSS OF THE RISE-OFF DI KOMMECT HEAT SMIELD AT LIFTOFF.	:I RUPTICNED AT 83.5 6	ECONOS DVI	10 108	8 74	A186-OFF D1	
	SYSTEM EFFECT-DEPLETIC M THE SYSTEM, THEREFORE	BYBIEM EFFECT-DEPLETION OF LIBUID SUPPLY. RUPTURE OF THE RIBE-OFF DISCONNECT CAUSED THE LOBS OF HYDRAULIC PLUID PRO H THE BYBIEM, THEREDFORE HYDRAULIC PRESSURE HAS LOBT.	NE-OFF DISCORECT (AUSED THE	P 8801	HTDRAUL	IC PLUID PRO	
	WENTELE EFFECT-LOSS OF ICH LED TO WENTELE THAT	WENCLE EFFECT-LOSS OF WENICLE STABILITY. LOSS OF HTDRAULIC PRESSURE RESULTED IN SUSTAINER AND WERNIER SHUTDOMN, WA ICH LED TO WENICLE IMSTABILITY AFTER BOOSTER CUT-OFF. THE WENICLE SELF-DESTRUCTED.	IC PAESSURE RESULTED PRINCILE SELF-DESTRUCT	IN 8USTALI CD.	EK AND V	CANSER S	MUTDOM. W	
	CORRECTIVE ACTION-REDE A. 60c REDESIGN, AS INC	CORRECTIVE ACTION-REDEBIEN RIBE-OFF DIBCORRECT PANEL TO PRECLUDE LOBB OF BHIELDE. INTERIN REDEBIEN WAS MADE BY BRAN BEC REDEBIEN, AB INCOMPORATED ON LY AND BLY MAS FINALLY INCOMPORATED AS PART OF THE CHALK- TALK CONFIBURATION.	IECLUDE LOSS OF SHIEL INCORPORATED AS PART	DE. INTER	IN REDEBI	E # 3	INTERIN REDEBIEN WAS MADE BY BEAN THE CHALK- TALK CONTIGURATION.	
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GENERAL DYNAMICS CONVAIR DIVISION

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DIFFICULTIES REVIEW-PHEMBATIC STREEM-AIRBORME

VENICLE BITE PRI VENDOR MANE DATE DO PART NO				
120				
1116 DIF				
VEHICLE PATE DIF				
BIF BATA BOUNCE PART HUNDER	·			
PERTARFORT MARKER PAILED CONFORCET MARK			·	
87.87EW 816-8787EW				